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Issue 102 October 2014 www.modelmilitary.com



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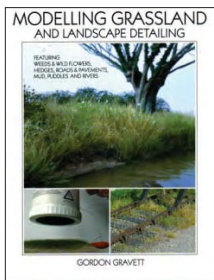
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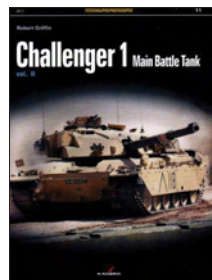
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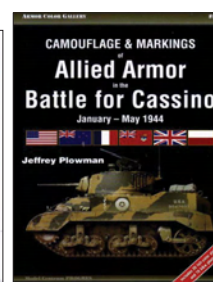
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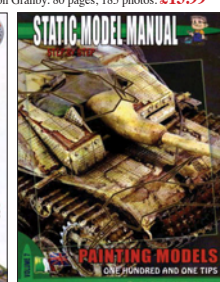
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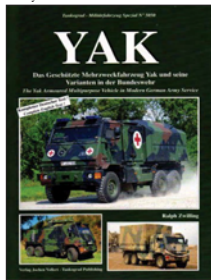
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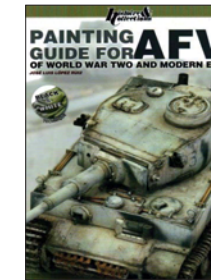
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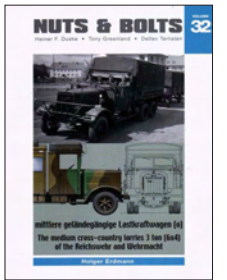
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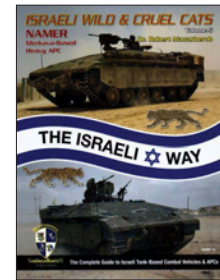
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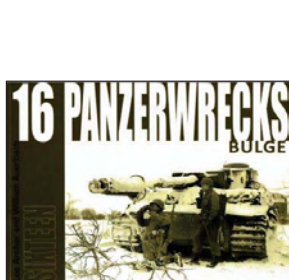
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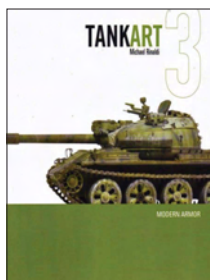
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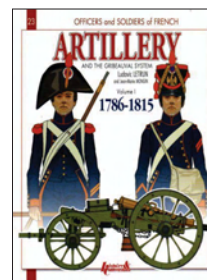
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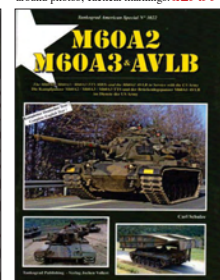
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Australian Bushmaster Field Upgrade

Australian Bushmaster Protected Mobility Vehicles (PMV) in Afghanistan had their protection improved during a July in-theatre upgrade by a Defence Materiel Organisation (DMO) team.

A four-man PMV Upgrade Program team completed the enhancements over a six-week period.

Team Leader, Major Craig Byrne, said the upgrades bolstered force protection against a range of threats in the Afghan environment and would provide long-term safety without impacting the capability of the Bushmaster.

"These upgrades have been applied to all PMVs used in Afghanistan as well as reserve vehicles. In all, twenty-six vehicles have been upgraded so far

with more than 100 specialised parts installed", "The upgrades are the result of significant research and development and from feedback from personnel in theatre over recent years.

"In simple terms, we are providing 'bolt on' solutions from our lessons learned and will build further on this machine's fine reputation.

"I have no doubt these upgrades will improve safety for personnel in theatre for everything from Improvised Explosive Devices to direct fire."

The team included chief technical advisors to the PMV Upgrade Program, vehicle mechanic Geoff Molles, fitter Greg Tatt and inventory manager Damien Miley.

Each upgrade package took about two days to complete on each vehicle.



NEW 1:35 AMX-30B2 COMING FROM MENG MODEL

Meng has announced a new 1:35 scale AMX-30B2 as their next armour release.

This new 1:35 scale kit is 271mm in total length and 96mm in width. The model represents the cast turret with a partial turret interior; the main gun and 20mm autocannon can elevate independently; the hatch on commander cupola can rotate 360 degrees; realistic running gear parts on the chassis and torsion bar suspension are movable; workable track links are easy to assemble with the assembly jig.

The kit comprises 14 sprues and 2 photo-etched frets. Thanks to Meng Model for the information and images www.meng-model.com



NEW FROM AMPERSAND PUBLISHING

Ampersand Publishing has several new releases:

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The Big Macks

A Visual History of the Mack Wheeled Prime Movers In U.S. Army Service 1940-1958. 112 pages with over 180 black and white photos.



Thanks to Ampersand Publishing for the information and images ampersandpubco.com

TANKART
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TANKART 3 MODERN ARMOR - AVAILABLE NOW

Rinaldi Studio Press has announced the release of its third title in the ongoing and TANKART painting and weathering how-to book series -- TANKART 3 Modern Armor.

TA3 updates the series with new graphics, more models, plus the latest painting and weathering techniques illustrated with over 500 large and high-quality photos. Combine that with the unique dual text format, which explains in easy-to-understand conversations both the how and the why of each step, and dives into the head of the author to further explain the processes to create world class armor model finishes.

8.5" x 9.5" expanded to 224 pages, equipped with a special Lay-Flat Binding that keeps the book flat and open on the bench now wrapped in heavier cover stock with new soft touch matt lamination. Inside you will find a heavily revised technique chapters showcasing the use of Oil Paint Rendering in conjunction with Hairspray chipping technique in a new combined process approach to create even more original finishes, in addition to 6 full model chapters covering a wide range of subjects and kits, and the guest author is Russian armor specialist Andy Taylor from the UK with his impressive super-detailed MT-LB model.

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Front three-quarter view of the mid-production T-64. This classic Soviet cold war warrior has the lines and low silhouette so familiar to the Russian T-64, T-72 and T-80.

T-64 WALK AROUND

Zack Sex brings us a series of images of a mid-production T-64 from Kubinka tank museum on the outskirts of Moscow, which he visited in 2012.

The T-64 is a Soviet main battle tank introduced in the early 1960s. It was a more advanced counterpart to the T-62: the T-64 served tank divisions, while the T-62 supported infantry in motor rifle divisions. Although the T-62 and the famous T-72 would see much wider use and generally more development, it was the T-64 that formed the basis of more modern Soviet tank designs, such as the T-80.

The T-64 was conceived in Kharkiv, Ukraine as the next-generation main battle tank by Alexander A. Morozov, the designer of the T-54 which, in the meantime, would be incrementally improved by Leonid N. Kartsev's Nizhny Tagil bureau, by the models T-54A, T-54B, T-55, and T-55A.

A revolutionary feature of the T-64 is the incorporation of an

automatic loader for its 125-mm gun, allowing one crew member's position to be omitted and helping to keep the size and weight of the tank down. Tank troopers would joke that the designers had finally caught up with their unofficial hymn, Three Tankers – the song had been written to commemorate the crewmen fighting in the Battle of Khalkhin Gol, in 3-man BT-5 tanks in 1939.

The T-64 also pioneered other Soviet tank technology: the T-64A model of 1967 introduced the 125-mm smooth-bore gun, and the T-64B of 1976 would be able to fire a guided anti-tank missile through its gun barrel.

The T-64 design was further developed as the gas turbine-powered T-80 main battle tank. The turret of the T-64B would be used in the improved T-80U and T-80UD, and an advanced version

of its diesel engine would power the T-80UD and T-84 tanks built in the Ukraine.

The T-64 would only be used by the Soviet Army and never exported, unlike the T-54/55. It was superior to these tanks in most qualitative terms, until the introduction of the T-72B model in 1985. The tank equipped elite and regular formations in Eastern Europe and elsewhere, the T-64A model being first deployed with East Germany's Group of Soviet Forces in Germany (GSFG) in 1976, and some time later in Hungary's Southern Group of Forces (SFG). By 1981, the improved T-64B began to be deployed in East Germany and later in Hungary. While it was believed that the T-64 was "only" reserved for elite units, it was also used by much lower "non-ready formations", for example, the Odessa Military

District's 14th Army.

With the break-up of the Soviet Union in 1991, T-64 tanks remained in the arsenals of the constituent republics. Currently, slightly fewer than 2,000 of the old Soviet inventory of T-64 tanks are in service with the military of Ukraine and about 4,000 are out-of-service and awaiting destruction in Russia.*

Despite the large number of T-64 tanks, no examples of T-64 variants are to be found in Western museums.

These photos should be of benefit to any modeller considering tackling on of the many T-64 variants offered by Trumpeter. ■

*Historical summary courtesy of Wikipedia <http://en.wikipedia.org/wiki/T-64>



Detail shot of the distinctive T-64 road wheel. These cast steel road wheels are what tell the T-64 instantly apart from other Soviet cold war MBT of that style. These road wheels can also be found on the BAT-2 and various T-64 based carriers.



Detail shot of the front glacis plate with "V" type splash board that provides some protection for the driver when travelling through mud and water.



The pressed steel mudguard of the T-64 its ribbed form so familiar to all the T-series tanks from the T-54 onwards.



Detail shot of the right hand side turret showing a stowage box and Tucha 81mm smoke launchers sets of which are mounted on both sides of the turret.



A clear view of the rear engine deck of the T-64. This covers the 6DTF power pack, which for its day was an extremely advanced and complex design.



Rear view of the T-64 turret showing its rear stowage box and snorkel tube assembly. These fittings have been standard on all post war Russian tanks as the capacity to cross European rivers was viewed a necessary function of these MBTs.



Detail shot of the rear stowage bin, its pressed metal form and clip hinges. Above, notice the weld seams on the snorkel tube assembly.



Top shot of a rear side fuel cell pannier. Like the T-55 and T-62 before it the T-64 fuel cells are carried on the side running boards. The looped metal hooks attached to the fuel cell are for carrying a tow cable.



Think Tank - T-64 WALK AROUND



Close-up of the rear left hand side T-64 turret. In evidence are the spare track links and below these fittings that according to a Kubinka staff member are used to attach the tank to a train transport. Also of note are the fuel connections from the side fuel cells into the upper hull.



Rear detail shot of the IBII cross wind sensor unit. Of note is the small red formation light attached to the rear.



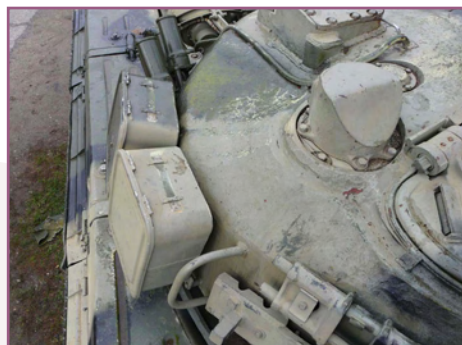
Top shot of a rear side fuel cell pannier. Like the T-55 and T-62 before it, the T-64 fuel cells are carried on the side running boards.



Top shot of the rear engine deck showing the diesel drum attachment points and hinged section which allows access to the 6DTF multi-fuel engine.



Good side profile image of the IBII cross wind sensor unit. This device is found on all T-64 variants and also on some T-80s.



Top shot of the commander's periscopic sights and two ammo boxes for the turret mounted NSVT 12.7 mm machine gun.



Detail shot of the fabric mantlet cover over the 125mm main gun.



Detail shot of the main gun sighting unit and its pressed metal light guard. To the side are mounted a triplet of Tucha 81mm smoke launchers.



Top shot of the loader's hatch. Of note is the similarity to the T-72 hatch, which has a similar hinged portal in the centre.



Detail shot of the distinctive T-64 rear engine cap found to the rear of the turret. Of note are the lifting eyes.



Detail shot of the Commander's hatch. Of note are the built in periscopic sights.



Top shot of the front right hand side upper hull section. In view is the wiring connections for the Tucha 81mm 902A smoke grenade launcher units, one fuel filler cap found to the right hand side of the driver's station and the driver's hatch similar to that found on the T-72.



Top shot of the small stowage box on the side of the mid production T-64. Of note is the empty fitting used to house the laser range finding unit mounted on this vehicle.



Detail shot of the turret positioned NSVT 12.7mm machine gun mountings, which usually contain a large ammo box that slots into the tray to the fore. This unit is also found on the Russian T-55 based BMR 2 mine clearing vehicle.



Top shot of the driver's position and protective splash guard. Of note are the upper KMT attachment point for mine rollers and mine ploughs.



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Think Tank - T-64 WALK AROUND



Useful shot of the worn and crumpled tarpaulin cover above the 125mm gun mantlet.



Detail shot of the main gun sighting unit and its pressed metal light guard. To the front left is found the infrared lamp.



Detail shot of the main gun sighting unit and its pressed metal light guard.



Front three-quarter view of the T-64 wearing its attractive three colour camouflage scheme.



Side profile of the T-64 showing to good effect its distinctive road wheels and low silhouette.



Front three-quarter view of the T-64 showing the smooth-bore 125mm main gun.



Side profile of the T-64 showing to good effect its distinctive road wheels and low silhouette.



Detail shot of the drive sprocket situated to the rear of the vehicle.

Rear three quarter view of the impressive T-64 showing its side skirts and fuel cells. Of note is the de ditching log to the rear.





Think Tank - T-64 WALK AROUND



Close up shot of the T-64 rear hull showing the large left hand side hinge unit for the engine deck cover, the air intake unit and spare diesel drum attachments.



Detail shot of the turret showing the spare tracks and railway transport attachment points.



Side view of the T-64. Of note is the spare gearbox sitting on a pallet to the side and the T-72 recovery vehicle in the background.



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M-92 FASV

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RV35020

57mm A/T Gun M2 Carriage late

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RV35021

Liveshot steel No 3 (dogs)

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RV35030

Praga AV Staff car

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RV35033

Art Defence S-125 Nave

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RV35019

57mm A/T Gun M2 Carriage early

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RV35020

57mm A/T Gun M2 Carriage late

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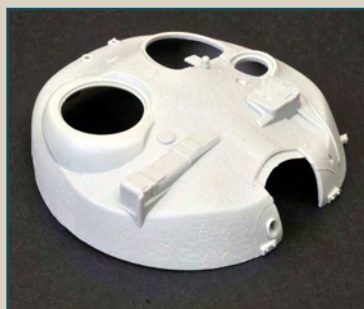
ARMOURIED REVOLUTION

The Editor builds Trumpeter's 1:35 scale T-64A Model 1981.

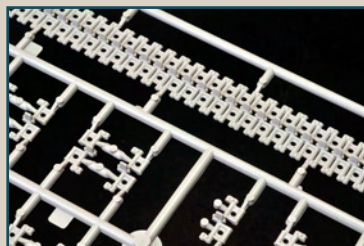




Trumpeter's box art is not exactly inspiring, but the contents are!



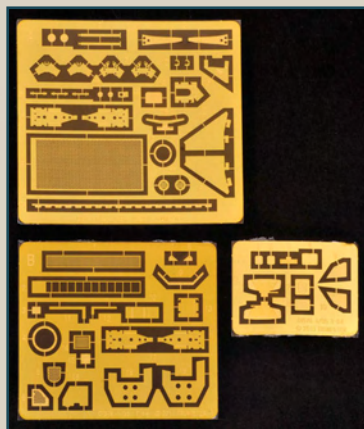
The turret features nicely rendered cast texture.



Link and length tracks are included.



Clear parts are provided for the headlight lenses and driver's scope.



Three photo-etched frets are included.



Markings include generic numbers.

The T-64 is a Soviet main battle tank introduced in the early 1960s. It was a more advanced counterpart to the T-62 - the T-64 served tank divisions, while the T-62 supported infantry in motor rifle divisions. Although the T-62 and the famous T-72 would see much wider use and generally more development, it was the T-64 that formed the basis of more modern Soviet tank designs, such as the T-80.

The T-64 was conceived as the next-generation main battle tank by Alexander A. Morozov, the designer of the T-54 (which, in the meantime, would be incrementally improved by Leonid N. Kartsev's Nizhny Tagil bureau, by the models T-54A, T-54B, T-55, and T-55A).

A revolutionary feature of the T-64 is the incorporation of an automatic loader for its 125-mm gun, allowing one crew member's position to be omitted and helping to keep the size and weight of the tank down. Tank troopers would joke that the designers had finally caught up with their unofficial hymn, *Three Tankers* - the song had been written to commemorate the crewmen fighting in the Battle of Khalkhin Gol, in 3-man BT-5 tanks in 1939.

The T-64 also pioneered other Soviet tank technology: the T-64A model of 1967 introduced the 125-mm smooth-bore gun, and the T-64B of 1976 would be able to fire a guided anti-tank missile through its gun barrel.

The T-64 design was further

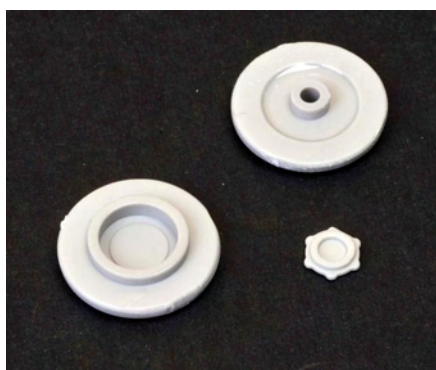
developed as the gas turbine-powered T-80 main battle tank. The turret of the T-64B would be used in the improved T-80U and T-80UD, and an advanced version of its diesel engine would power the T-80UD and T-84 tanks built in the Ukraine.

The T-64 would only be used by the Soviet Army and never exported, unlike the T-54/55. It was superior to these tanks in most qualitative terms, until the introduction of the T-72B model in 1985. The tank equipped elite and regular formations in Eastern Europe and elsewhere, the T-64A model being first deployed with East Germany's Group of Soviet Forces in Germany (GSFG) in 1976, and some time later in Hungary's Southern Group of Forces (SFG).

By 1981, the improved T-64B began to be deployed in East Germany and later in Hungary. While it was believed that the T-64 was "only" reserved for elite units, it was also used by much lower "non-ready formations", for example, the Odessa Military District's 14th Army.

With the break-up of the Soviet Union in 1991, T-64 tanks remained in the arsenals of the constituent republics. Currently, slightly fewer than 2,000 of the old Soviet inventory of T-64 tanks are in service with the military of Ukraine and about 4,000 are out-of-service and awaiting destruction in Russia.*

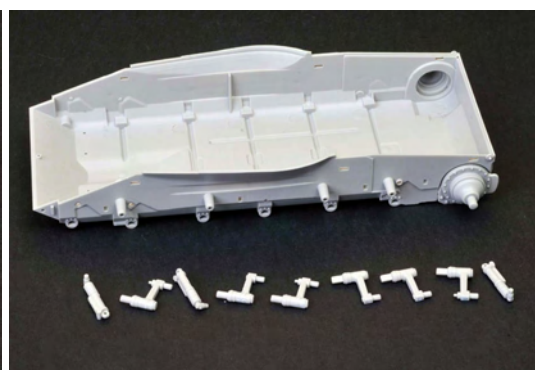
* Historical summary courtesy of Wikipedia <http://en.wikipedia.org/wiki/T-64>



The road wheels are supplied in three parts each.



The road wheels and idler wheels assembled and ready for installation.



Torsion bar ends are separate parts.



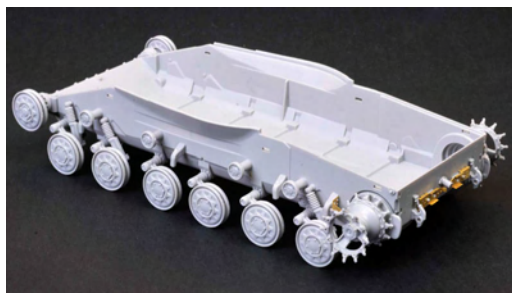
A handy jig is supplied for bending the mud scraper.



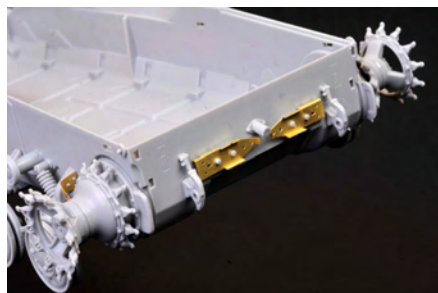
Here is how the scraper should look when bent to shape and attached to its mount.



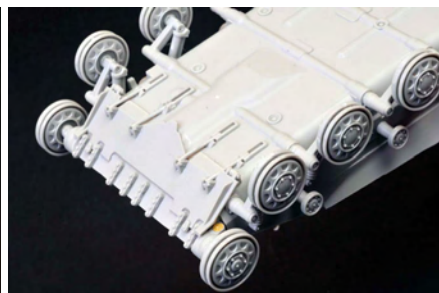
The scraper fitted to the hull side. It should fit between the halves of the drive sprocket like this.



Suspension and wheels are now all in place. You do need to pay careful attention to the part numbers of the suspension components.



The rear hull. Note the recessed rectangles at the top. These are the mounting points for the unditching log straps.



Front lower hull detail parts have been added here.

TRUMPETER'S 1:35 T-64A MODEL 1981 IN THE BOX

Trumpeter's 1:35 scale T-64A Model 1981 comprises 428 parts in grey plastic for the vehicle itself, another 42 grey plastic parts for the link-and-length tracks, 11 grey flexible parts, seven pieces in clear and three photo-etched frets. Markings are offered for one specific vehicle plus generic white numbers.

Moulding quality is excellent with no imperfections apparent on outer surfaces. Sprue attachments are fairly fine, and only minimal cleanup is required.

I really like the rough cast texture on the turret. Recessed locating marks are also moulded onto the turret showing where the smoke dischargers and lifting hooks should go.

The inclusion of flexible grey parts is a bit unusual. These are for the mantlet cover (two are supplied for different elevations), the engine deck flaps, the spent ammo bag, the unditching beam and the rear mud flaps. Although I think these could have quite adequately moulded in conventional rigid polystyrene, these flexible parts are well presented and certainly do not detract from the overall effect.

Photo-etched parts are offered on three frets for grilles and smaller detail parts.

The axle ends of the torsion bars are separate parts that are keyed to the lower hull, although you could easily modify these if you want to depict the suspension on uneven ground.

The tracks are presented as link and length.

This is a well-detailed and impressive looking kit in the box. Now let's see how it builds up!

CONSTRUCTION

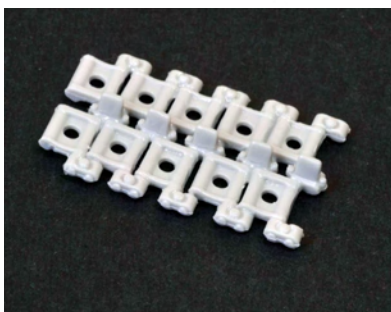
Despite the relatively high parts count - well over 500 including the photo-etched parts - I did not find this a particularly taxing build. I started the model on a Wednesday and finished basic construction on the Friday afternoon.

The lower hull and suspension parts went together quickly and before I knew it I was snipping off the link and length tracks. These looked to be very easy, with only 21 parts per side, but they were actually the most fiddly part of the whole build.

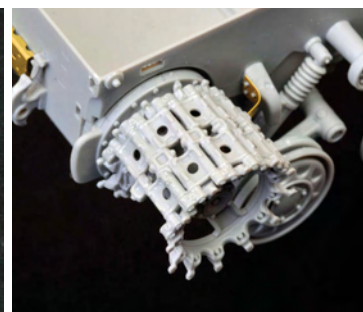
The individual links did not really want to sit cleanly between the teeth on the drive sprocket. After a frustrating 15 minutes with the first drive sprocket, I found that these tracks fitted better if I glued together six individual links, ▶



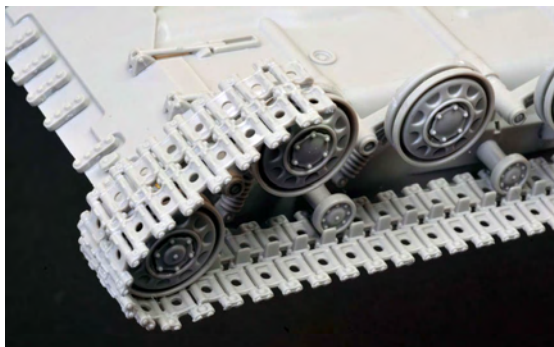
There are only 21 links and track lengths per side, including spares.



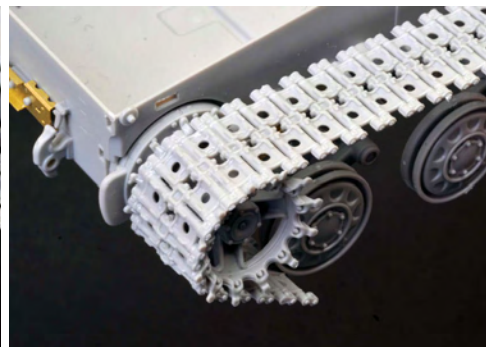
I found that the best way for the individual links to fit around the track was to glue five or six links together, wait for 15 minutes for them to partially set...



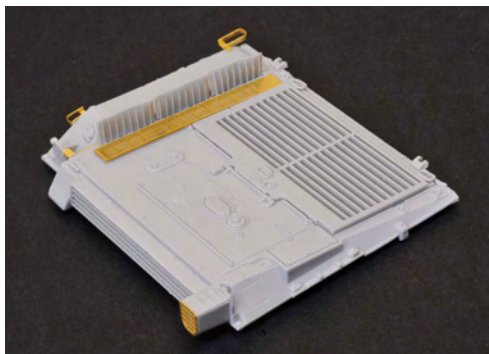
...then glue them to the drive sprocket. Note that the drive sprockets have not been glued in place, allowing for adjustment and rotation as the tracks are fitted.



The last track in the angled lower front run has been bent to improve fit against the forward road wheel.



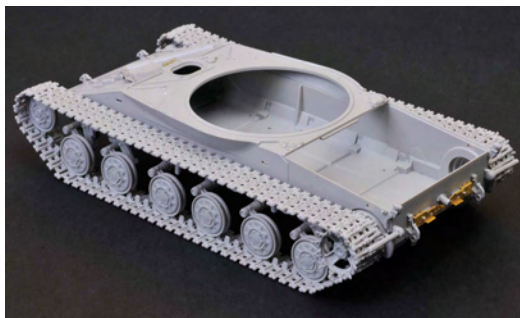
The top track run has been glued to the individual drive sprocket links here.



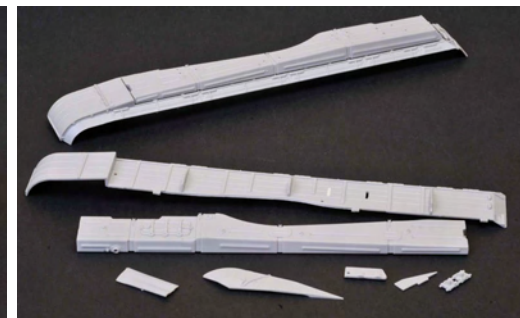
The rear deck, including those flexible upright flaps.



The main upper hull part with holes drilled and some detail parts already attached.



The main upper hull part glued to the lower hull.



Fenders and fuel tanks awaiting installation.



The side skirts are supplied in one piece each, and both feature realistic wavy texture.



Fit of all the main hull components is excellent.

allowed them to partially set for around 15 minutes, and then wrap the still-flexible length around the sprocket.

I used the same method for the idler wheels. In fact, I also cut off the guide horns for most of the links around the idler wheels.

The guide horns were a very tight fit between the wheel halves on the bottom track run. I found that they fitted better when I sanded the spaces between the wheels with folded coarse sandpaper.

The balance of construction was fast and straightforward with only a few exceptions.

The instructions appear to be missing a few parts, although they are included in the kit. They do not

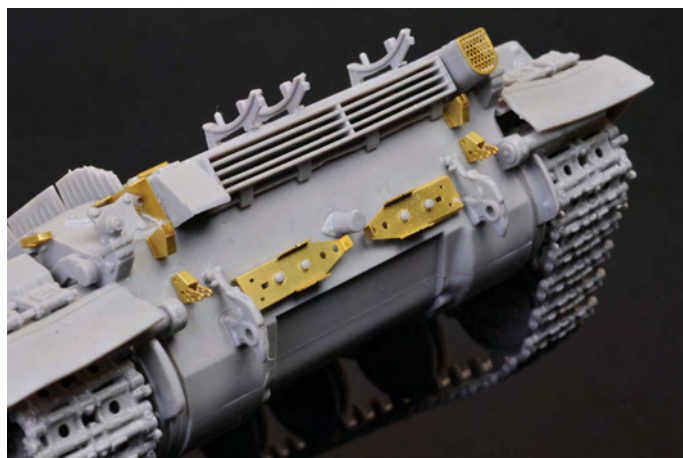
mention the photo-etched parts for the unditching beam mount.

I have shown the position of these four photo-etched parts in the accompanying photographs.

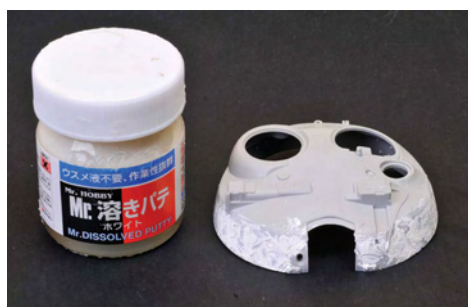
Oh, and don't forget to drill out all the holes mentioned in the instructions. I missed a few myself!

MODIFICATIONS

I deviated from the instructions slightly when it came to turret stowage. Some photos appeared to indicate a different (possibly earlier) stowage configuration with three boxes on the forward left side and no smoke dischargers. I had also found a great photo of an earlier version T-64A on exercise in 1989 slathered in mud and dirt and with a white turret cross.



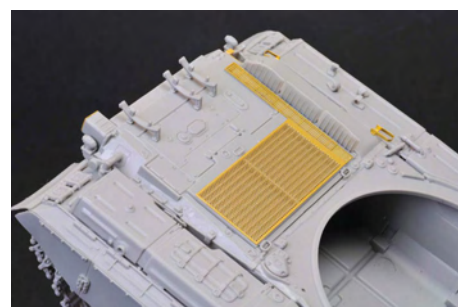
The completed rear hull with the position of the four photo-etched unditching beam strap mounts seen to good effect. These are not mentioned in the instructions – they just magically appear in one of the diagrams!



Mr Dissolved Putty might be a funny name, but it works well. The recessed locating points for the smoke dischargers were filled with this and the cast texture restored.



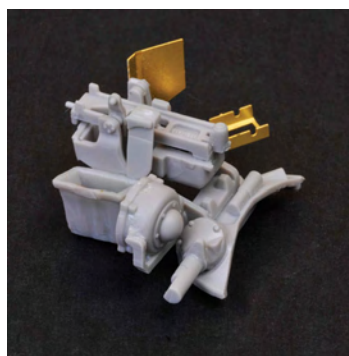
Holes were drilled for the turret stowage per the kit instructions.



The rear deck, including this nicely presented photo-etched mesh.



Detail parts awaiting assembly and painting.



The machine gun mount is a gorgeous little multimedia assembly in its own right.



The completed turret with stowage and detail parts in place.



Tow cable and fittings were added.

The model, almost ready for paint.

I filled the recessed locating marks for the smoke dischargers with Gunze Mr Dissolved Putty, then textured the surface to match the cast effect on the rest of the turret.

I also added a tow cable using the ends in the kit and a length of M Workshop Non-Fuzzy String, stiffened by running the length through a mixture of Gator's Grip Acrylic Glue and water.

Finally, the photo showed the loader's machine gun station with the ammo bin and shell basket in place, but the gun itself absent. I replicated this too.

GOING GREEN

Following an overall coat of Tamiya Grey Primer, I sprayed the turret and hull glacis with Tamiya White Primer, both straight from the can.

I masked the white turret cross and the extension on the hull glacis with 10mm Tamiya tape, cut down to a width of around 8.5mm.

The tracks, wheels and side skirts were then sprayed with a mixture of "scale black" - a 50/50 blend of Tamiya XF-1 Flat Black and

XF-64 Red Brown.

The skirts were masked with Tamiya tape, then the whole model was sprayed with Gunze Mr Color 136 Russian Green (2) Lacquer. When this had dried 15 minutes later, I sprayed a paler top coat from directly above. This was a 50/50 mix of Mr Colour 135 Russian Green (1) and 136 Russian Green (2). I thinned the Mr Color paints with Mr Colour Leveling Thinner 400. This is a retardant as well as a thinner, preventing the lacquer paint from drying at the tip of the airbrush and causing spider webs between the airbrush and the model.

The white markings looked a bit too neat and clean so I brush-painted green roughly along the edges to make them look a bit more "field applied"!

ATOMISING DUST

I was really pleased with the durable finish of the Mr Color lacquer paints, but the result was pretty vivid. My vehicle was destined to be dusty and muddy, so how to get there from here? I recalled seeing an Internet posting



The model received two coats of Tamiya's Grey Primer.

by Adam Wilder where he used a plastic pump action atomiser bottle to mist a mixture of water and pigments over an entire model. I thought that I would give this a try, but using mineral (enamel thinners) turpentine as the thinner instead of water. My theory was that this would result in a more permanent dust coat.

As I had used lacquer paints, I sprayed two generous coats of Tamiya acrylic Flat Clear before

applying the oil-based dust coat.

I loaded up the bottle with MIG's P039 Industrial City Dirt pigments and about 90% enamel thinners. The resulting dust effect was okay, although there was a bit of unwanted pooling here and there, and other patches where the dust had not covered at all. I have ordered some smaller plastic bottles to experiment further. Next time I will probably use a higher proportion of pigments. ►



The white cross on the turret, and the stripe on the glacis, were masked with Tamiya tape.



The side skirts, suspension and tracks were sprayed "scale black".



The skirts were masked with Tamiya tape before camouflage colours were applied.



The whole model was sprayed with Gunze Mr Color 136 Russian Green (2) Lacquer.

A paler 50/50 mix of Mr Colour 135 Russian Green (1) and 136 Russian Green (2) was then sprayed from directly above.



The decals were sourced from Tamiya's venerable T-55 kit as the digits were a closer size to those seen in reference photos, but the decal setting solution melted one of the numbers.



The number was stripped off using tape.



A new number 3 was added, and this time I did not use decal setting solution!

Edges of the white stripes were roughed up a bit with brush-painted green along the edges.



The model received two coats of Tamiya Flat Clear as an acrylic barrier before further weathering.



MUD AND DETAILS

It looks like the vehicle in the reference photo has nose-dived into a big patch of mud. The mud is quite thick on the forward glacis and has also dried onto the top of the front mudguards.

I used MIG Mud for the first time for this job. P500 Europe Dry Mud is a nice texture, although I thought the colour was a bit more orange than what I was looking for. I therefore trowelled the mud mixture onto the wheels and the front of the hull, then stippled MIG's P039 Industrial City Dirt pigments over the top. This toned down the colour of the mud mixture and offered more variation to the texture too.

Maru Easy Mud Item No. 21105 European Earth was brushed onto higher areas where I wanted less texture.

The unditching beam was painted at this stage. After a coat of Tamiya Grey Primer from the spray can, the beam was brush painted with Vallejo Panzer Aces acrylic No. 310, Old Wood. I dry-brushed the painted log with Tamiya acrylic XF-57 Buff against the grain.

When dry, the entire beam was brushed with a generous coat

of MIG Productions' P225 Wood Ageing Solution. This settled nicely in the low points, resulting in a realistic outer grain. The ends of the log were stippled with Buff and Old Wood to suggest a freshly cut surface.

ROLL OUT THE BARREL(S)

As a foil for the relentless green, I thought that I would paint one of the spare fuel drums in civilian colours.

One barrel was primed white and the other grey. The middle section of the white barrel was masked with Tamiya tape, then the rest was sprayed a mixture of Tamiya X-14 Sky Blue and XF-2 White.

The second barrel was painted green then both were sprayed with MIG Productions' Absolute Chipping solution. This is an "official modelling product" substitute for hairspray, although hairspray would have worked too.

Both barrels were now sprayed with a thin dark rusty mixture of XF-1 Flat Black and XF-64 Red Brown.

Once this was dry, I used a damp stiff brush to start scrubbing the rusty top coat, revealing the lighter colours beneath but retaining some of the rusty residue.

Details including the retaining straps were now picked out with acrylic paints and a fine brush, and the barrels were glued to the model. ►



I mixed MIG pigments' P039 Industrial City Dirt with enamel thinners, then sprayed the mixture from a plastic atomiser bottle over the entire model.



I think the technique shows promise, so I will fine tune and experiment a bit more.



MIG Mud was applied to the model, which was then stippled with MIG's P039 Industrial City Dirt pigments over the top.



This muddy mixture was also applied to the road wheels and tracks.



The middle section of the white barrel was masked with Tamiya tape, then the rest was sprayed a mixture of Tamiya X-14 Sky Blue and XF-2 White.



Both barrels were sprayed with a thin dark rusty mixture of XF-1 Flat Black and XF-64 Red Brown.



Once this was dry, I used a damp stiff brush to start scrubbing the rusty top coat, revealing the lighter colours beneath but retaining some of the rusty residue.



The unditching beam was brush painted with Vallejo Panzer Aces acrylic No. 310, Old Wood. I dry-brushed the painted log with Tamiya acrylic XF-57 Buff against the grain. When dry, the entire beam was brushed with a generous coat of MIG Productions' P225 Wood Ageing Solution.

Painting and weathering is now complete.

The figures are from Evolution Miniatures Item No. 35097 – Modern Russian Tankman Set-2.



Base colours are Vallejo and Tamiya acrylics.

The figures after dry-brushing, detail painting and a flat coat.

The figures lend a sense of perspective and context to the vehicle.





Despite the relatively high parts count, it was not a particularly complicated or lengthy build.

CONCLUSION

I was very impressed with Trumpeter's 1:35 scale T-64A Model 1981. Despite the relatively high parts count, it was not a particularly complicated or lengthy build.

Detail is very good, and fit was generally excellent. Even the tracks looked good once the pain of wrapping them around the drive sprockets was forgotten!

This has gotten me interested in doing some more modern Soviet subjects in the future. ■



The bare-metal end of the snorkel was finished in Rub 'n Buff Silver Leaf 76370K

Modelspec

Trumpeter 1:35 Soviet T-64A Mod 1981 Kit No. 01579

Accessories Used:

Evolution Miniatures Item No. 35097 - Modern Russian Tankman Set-2
Tamiya T-55A - Kit No. 35257: large digit decals
Spares Box Decals Item No. SBD 007 - Helvetica style letters and numbers

Modelling Products and Tools:

M Workshop Non-Fuzzy String (two thicknesses)
Olfa hobby knife
Revell Contacta Cement
Tamiya Masking Tape
Tamiya Extra Thin Liquid Cement
Gator's Grip Acrylic Glue
Gunze Mr Dissolved Putty
Tamiya Surface Primer
Atomiser pump bottle

Paints and Finishing Products:

Vehicle:

Tamiya Spray Can - Grey Primer; White Primer
Gunze Mr Color Lacquers - 135 Russian Green (1); 136 Russian Green (2).
Tamiya Acrylics - X-21 Flat Base; X-23 Clear Blue; X-14 Sky Blue; XF-1 Flat Black; XF-2 Flat White; XF-10 Flat Brown; XF-57 Buff; XF-67 NATO Green; XF-86 Flat Clear
Vallejo Model Color - 919 Foundation White
Vallejo Panzer Aces - 310 Old Wood; 314 Canvas; 333 Germ. Tkcr. (Black); 337 Highlight Ger (Black)
Gunze-Sangyo Mr Metal Colour 213 Stainless
Future Floor Polish
Rub 'n Buff - Silver Leaf 76370K
MIG Productions - P245 Brown Filter; P225 Wood Ageing Solution; P250 Absolute Chipping; P411 Standard Rust Effects; P423 Dark Green Grey Filter.
MIG Mud - P500 Europe Dry Mud
Maru Easy Mud - Item No. 21105 European Earth
MIG Pigments - P039 Industrial City Dirt
2B Pencil

Figures:

Flesh: Mix of Vallejo 70815 Flesh and 70877 Gold Brown with a thin wash of Rowney Georgian Burnt Sienna Oil Paint. Details picked out using Vallejo Panzer Aces 337 Highlight Ger. (Black).
Uniforms: Commander's trousers and crewman's jacket - Vallejo Model Color 70877
Commander's pullover - base coat of Vallejo Panzer Aces 337 Highlight Ger (Black) and dry brush over coat of 301 Light Rust
Crewman's camo pants - Base colour Tamiya XF-73 Dark Green (JGSDF); Model Colour 847 Dark Sand (mixed with a dot of green); mix of 70877 Goldbrown and Panzer Aces 337 Highlight Ger (Black).

✓ High level of detail; nice surface textures; generally very good fit; effective use of photo-etch.

✗ Tracks are fiddly around drive sprockets; some errors and omissions in instructions.

Available from

Trumpeter kits are distributed in the UK by Pocketbond.

Rating ●●●●●●●○



Graham Tetley examines the latest in Dragon's Demag family.

HALF TRACTOR

We have seen this base vehicle is several guises previously, but now DML has offered the Ausf. A combined with their previously released 5 cm PaK 38 antitank gun. What is different about this release is that the half-track now comes with a larger fret of etched brass and a folded top, and the PaK 38 includes eight four-round ammunition canisters.

The Ausf. A uses many of the previous Sd.Kfz. 10/5 sprues with the replacement of the running gear from the Sd.Kfz. 250 kits. Moulding is clean and crisp throughout and there is a choice of the two part tyres or the five-part ones from the later 250 kits in the box. The new body comes in multiple parts with the new working sides & seat backs on Sprue F. The etch that is exclusive to this release comes on two frets and includes mudguards, mounts for the radios, straps for the new ammo canisters and a little 'DEMAC' nameplate - I guess the lawyers got to that one!

The PaK 38 is a very nice kit in its own right but, being an older release, detail is not as fine or abundant as on the half-track. It would have benefitted from some brass - especially a new gun shield, but it will do the job out of the box.

Four decal options are provided, all for the Eastern Front, plus we have four masks provided for the clear windscreen - a nice touch.

Thankfully Dragon has included their exquisite Magic Track links of two parts each. Whilst they are nicely done and accurate, some may find them tedious to assemble but I personally love them. They are far better than the flash-added DS Tracks that Dragon likes to inflict upon us.

Compared to some Dragon kits the instructions here are quite clear although they can be cluttered at times.

Turning to the construction of the kit, we naturally start off with the road wheels and suspension. Some months ago I built the Cyberhobby kit with the Pak 36 and, as most parts are identical, those experiences apply here.

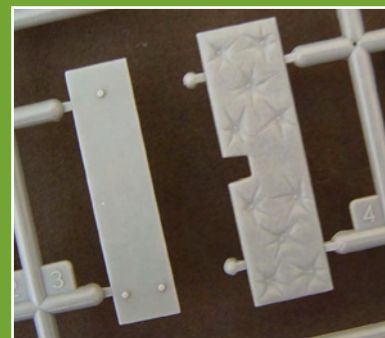
The road wheel arms B64 are a little sloppy in their attachment, so I recommend fitting them to the road wheels first and then putting a spacer underneath the hull to get it all level. I would also advise fitting the front road wheel unit to the kit right at the very end as Part A23 (that the wheels mount to) are fragile and prone to bending with the wheels attached. Best practice to fit the tracks at this stage, then fit the front steering assembly so that everything lies level and true. You can skip the engine in Steps 3 and 4 if you are doing the bonnet closed, but the transmission in steps 5 and 6 you have to include. My experience with the transmission is that it is very fiddly - a lot of the parts are

small and fragile and are prone to breaking when you remove them from the sprue. The location of parts is vague in the instructions so great care is needed. Do not fit the optional boxes parts B52 & B36 until you have fixed the transmission to the hull.

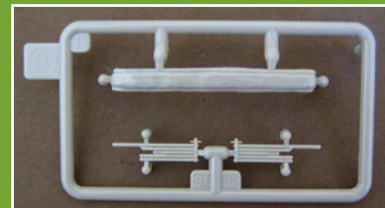
The cab area is beautifully detailed with some beautiful decals provided for the dials. Be careful of part A73 as it is so fine that mine fractured when removing it from the sprue. When you get to the bonnet, it is best to fit parts A28 and A31 to the chassis before the radiator assembly. Once dry, use the grille (A63) to then align the bonnet parts correctly. The hood and grille remain impressive as all vanes and louvers are moulded open and clear, with the ones on the hood being very petite and neatly done (be careful as I would bet a thick coat of paint would block them up and ruin the effect). Racks for eight Kar 98K rifles mount inside the rear body but only four rifles are still included in the kit.

The basic Sd.Kfz.10 kit is lovely, but in my opinion it is a shame that the Pak 38 has not received an upgrade with this release. That said, overall it is a nice package that adds to the family. It gets a 7.5/10 from me. ■

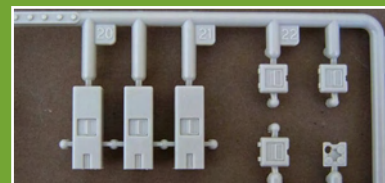
Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



Detail on the seats is superb.



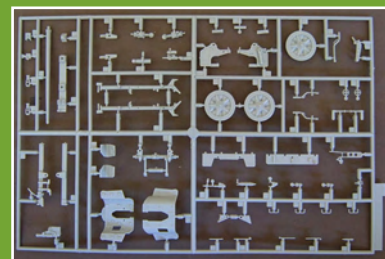
The folded tarp parts.



New ammo canisters.



The canister ends are superbly done.



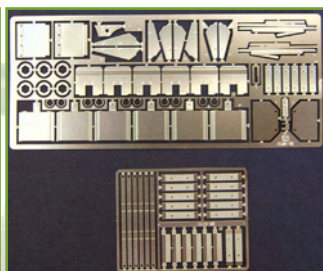
To Pak or not to Pak...



Close up of the gun shield parts.



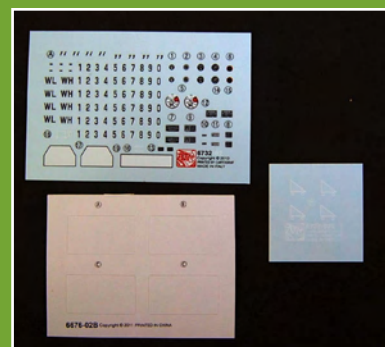
Decal options and those lovely dashboard dials.



New photo-etched parts.



Magic Tracks, yeah!



New decals and the window masks.

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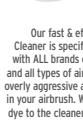
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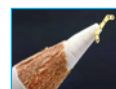


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Fall Weiß

Kamil Feliks Sztarbala
recreates a scene during
the first days of the Second
World War in 1:48 scale.





To commemorate the 75th anniversary of the outbreak of World War Two, I decided to depict a scene from the Polish Campaign.

Inspired by the photos published in 'Wydawnictwo Militaria' books about the Fall Weiß and Polish armoured cars, I chose a Pz.Kpfw.II Ausf.C tank and a Polish Wz.34-II armoured car as the main characters of my vignette. Fortunately, in this case I could stick to my favourite scale as 1:48 miniatures of both vehicles were available. The Panzer II kit, which depicts the up-armoured A/B/C variants used during the French Campaign, came from Tamiya.

Although it has been a few years since it had been released, and the layout of sprues allows you to guess that the Japanese company planned to offer other variants of this vehicle, so far nothing more has hit the market. This gap was filled by a Polish manufacturer ToRo Model who offered a conversion set which allows us to backdate the kit into the variant used during the Invasion of Poland. This set consists of a few resin parts and a small decal sheet. Other additions to the base kit were Hauler's photo-etched sheet, and turned metal gun barrels from RB Model.

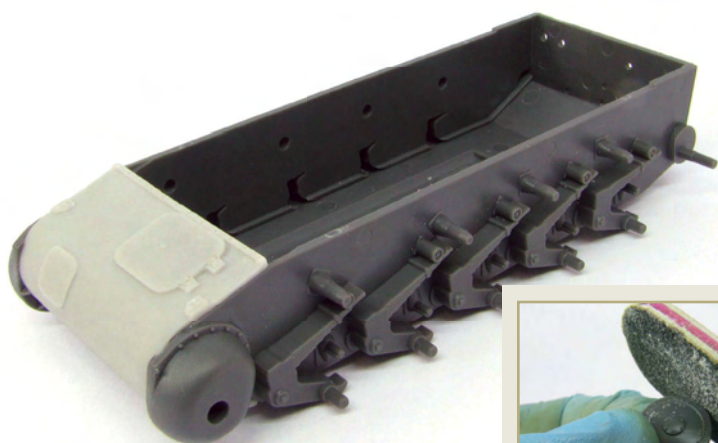
The Wz.34-II armoured car kit is another product from ToRo Model. This multimedia set comes in a small, but sturdy cardboard box, packed with resin parts, a little photo-etched sheet, and decals. It doesn't require many modifications or improvements. This is good news as no aftermarket upgrades exist for this kit.



Pz.Kpfw.II Ausf.C

Assembly

Now the work can begin. I started by mounting the parts of the ToRo conversion set. Aside from the resin elements, which allow us to modify the front of the hull and turret, this set also includes a decal sheet with markings for five vehicles used during the Fall Weiß.



The resin front part of the lower hull can be attached without any problems. No filler was required to build this sub-assembly.



Once I'd completed the lower hull, I focused on the running gear. To add more realism to the model, I decided to add some damage to the rubber rims of the wheels. I rubbed them with coarse sandpaper...



...replicated some cracks in rubber, using a scalpel blade...



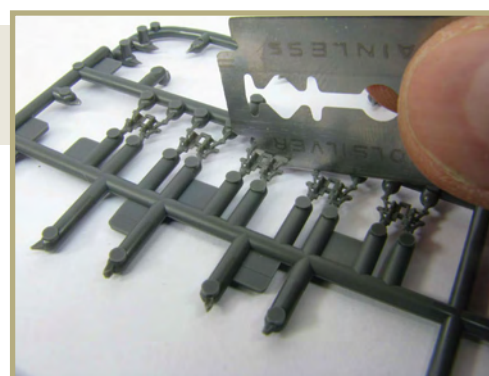
...and wiped the rims with a steel wire brush.



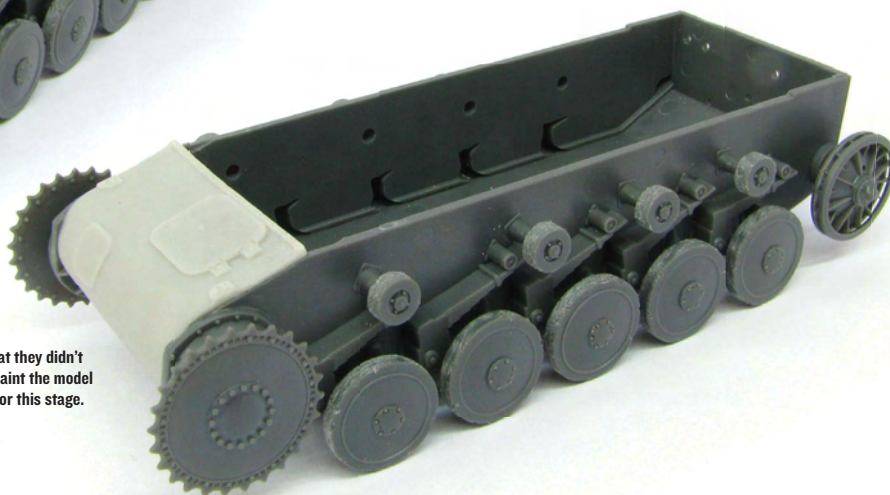
The wheels were then mounted temporarily, using masking fluid as the adhesive.



Since the track links are rather fragile, I had to use a razor blade to cut them from the sprues.



I then assembled the tracks in such a way that they didn't glue to the wheels. It's much easier to later paint the model when we can remove the tracks and wheels for this stage.

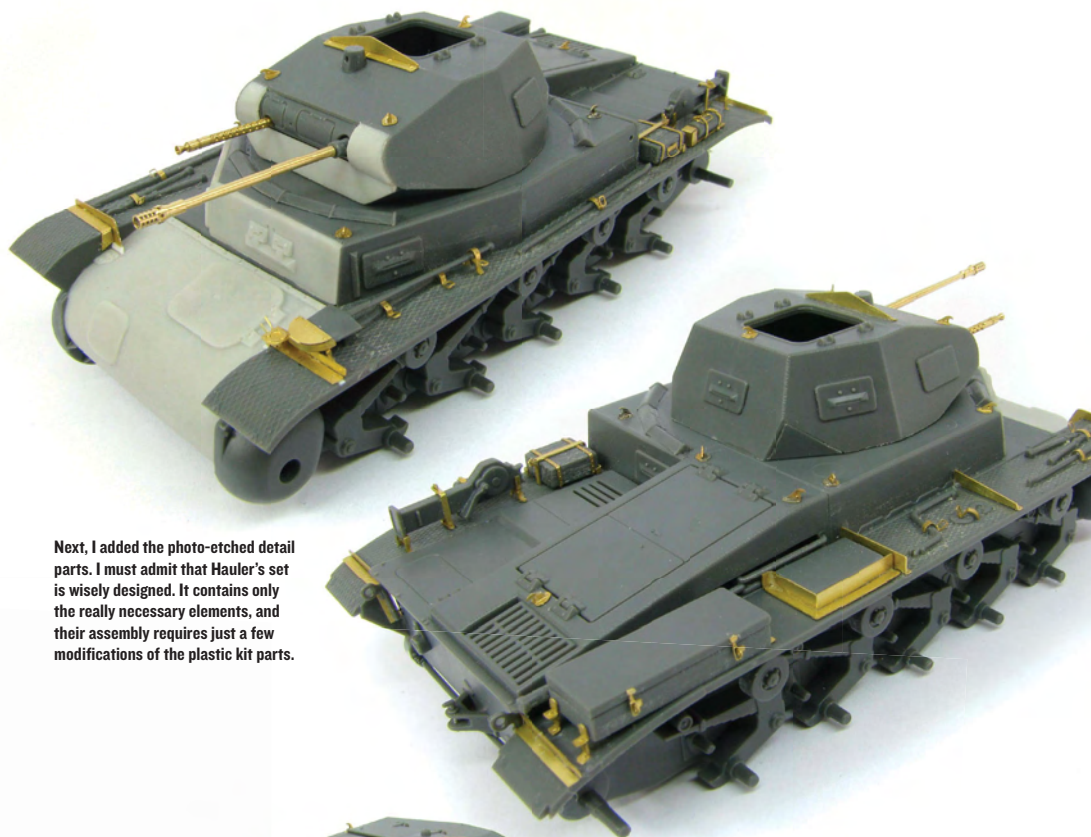




The first step in building the turret and upper hull was to attach the resin conversion parts. Many tools were molded onto the fenders, so I had to emphasize their edges using Trumpeter scribing tool, in order to make painting these details easier.



This was the case with the muffler cover. Since Tamiya's kit provides a smooth plastic part, plus a decal to apply in order to reproduce the perforated surface of the cover, Hauler's photo-etched replacement is a 'must-have' here. However, to use it, we have to fill the large gap in the muffler which otherwise would be covered by the plastic part.



Next, I added the photo-etched detail parts. I must admit that Hauler's set is wisely designed. It contains only the really necessary elements, and their assembly requires just a few modifications of the plastic kit parts.



Once I'd mounted all the photo-etched parts and metal gun barrels, I had to add one more missing detail. The tow cables fittings were made from pieces of styrene sheets. The vehicle was ready for painting!

To make the subsequent stages easier, many sub-assemblies were left separate.

Painting



The first step of the painting stage was to spray the lower hull with black primer. The remaining areas received a base coat of Tamiya XF-63 German Gray.

Next, I added some highlights. I started by airbrushing the base colour mixed with XF-23 Light Blue, and enhanced the effect with a mixture of XF-63 and X-2 White.



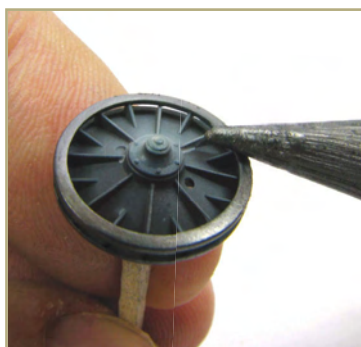
The shadows were emphasized with transparent layers of X-23 Clear Blue.



Very heavily diluted white paint from Vallejo was used to additionally accentuate chosen details and the most exposed edges of the kit.



I also used a fine brush and Vallejo acrylics to paint the tools and other small details.



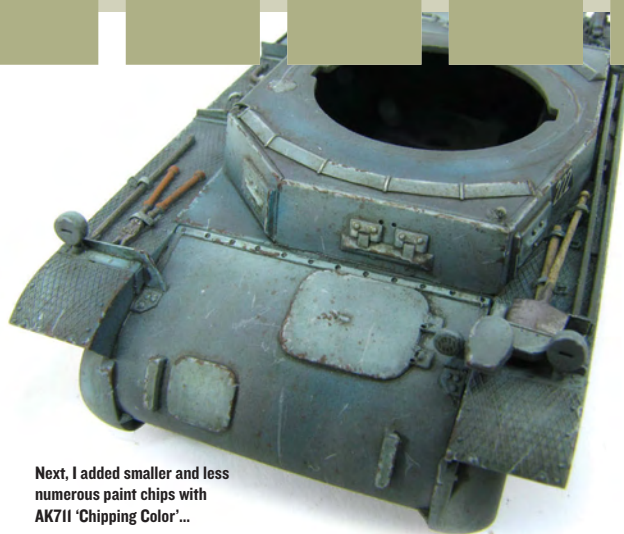
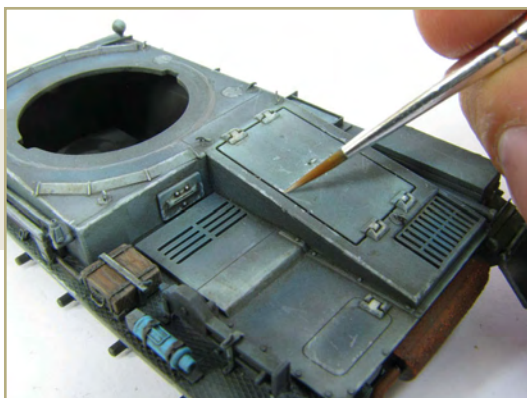
The edges of idler wheels were wiped with an 8B pencil.



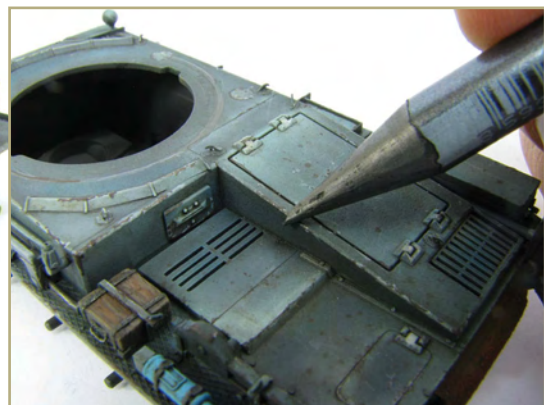
The last step at this stage was to apply an enamel wash. I used AK-Interactive AK070 'Brown Blue Wash for Panzer Grey Vehicles' for this purpose.

Weathering

Once I'd secured the paintwork with a layer of clear matt varnish, I could focus on aging and weathering the kit. Firstly, I brush painted a number of fine scratches with Vallejo's Light Gray.



Next, I added smaller and less numerous paint chips with AK711 'Chipping Color'...



...and accentuated some of them with an 8B pencil, reproducing a bare metal effect.



The dirt on the upper hull and turret was replicated with AK-Interactive's AK080 'Summer Kursk Earth', AK045 'Dark Brown Wash for Green Vehicles' and AK067 'Streaking Grime for DAK Vehicles' enamels. I started by dampening chosen areas of the vehicle with white spirit. Once the latter had slightly dried, I blew a little of each enamel fluid from a brush, and spread it over the surface. If necessary, I added more enamel directly with a brush.





I then sprayed the lower surfaces of the hull with a mist of AK074 'Rainmarks for NATO Tanks'...



...and distributed it with a brush, dampened with white spirit, in order to create vertical smudges.



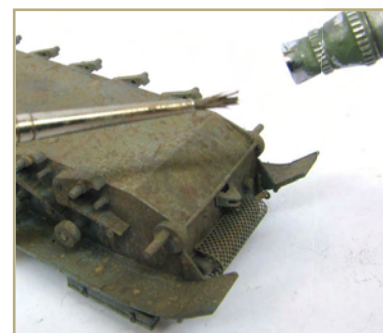
Next, I set the micro air control valve on my airbrush to a minimal air pressure, and sprayed some tiny drops of AK017 'Earth Effects' onto the surface. I additionally shaped some of them with a brush, dampened with thinner.



At this stage, I had to attach the tow cable, made from a thin string borrowed from a 1:35 kit. I only reworked the loops.



To reproduce thick mud, I mixed AK042 'European Earth' and MIG Productions P234 'Rubbel Dust' pigments with AK078 'Damp Earth' enamel.



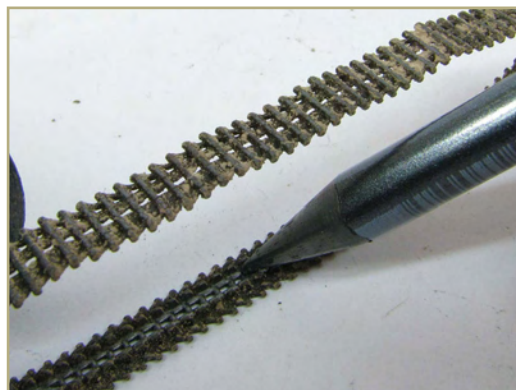
This was collected with a brush and blown off onto the kit surface with air from airbrush.



I then added some plaster to the mixture, and applied this in the same way as in the previous step.



Once the 'mud' had dried, it was quite monotone. To create more contrast and replicate some greasy staining, I brushed AK045 'Dark Wash for Green Vehicles' enamel here and there.



The tracks were treated in a similar way to the lower hull. Before I mounted them, I had to rub their edges and running surface with an 8B pencil, in order to add an authentic looking metal sheen.

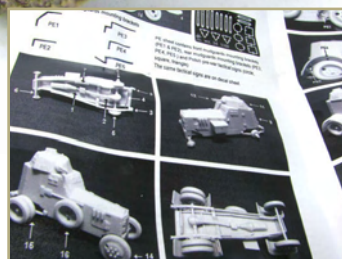
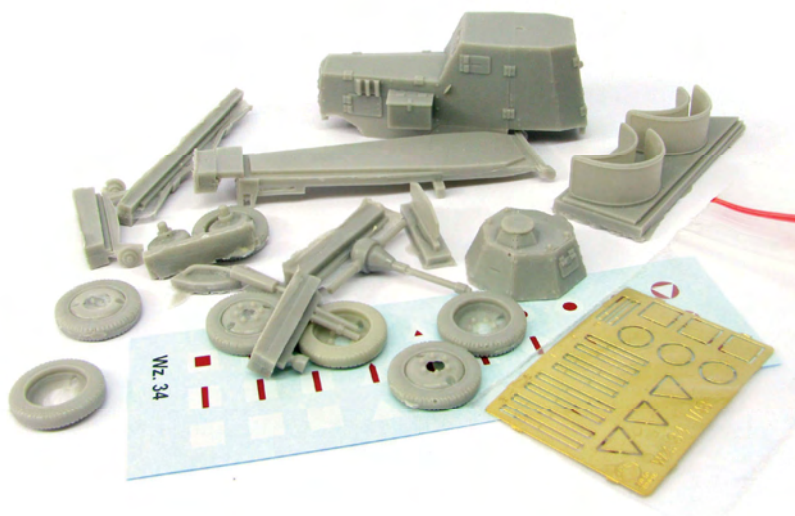
Initially, the wheels and tracks were attached to the kit without using glue. I applied a little Tamiya Extra Thin Cement onto the joints, only at the end of this process.



Wz.34-II

Assembly

ToRo Model's kit is really worth recommending. Thanks to the good work of its designer and remarkable quality of resin casting, we get a nice little kit with fine and sharp details. The only complaint that I have, is that the fenders are cast in resin. They aren't bad, but they would certainly look better if reproduced as photo-etched parts. Since the kit includes a photo-etched sheet anyway, this omission is quite strange.

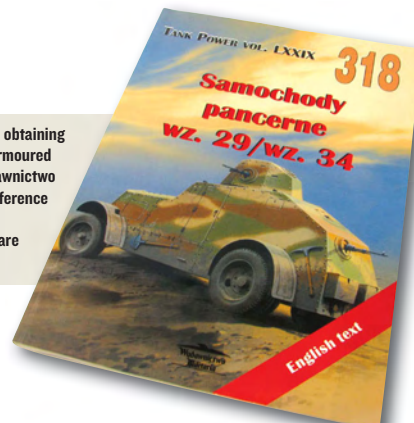


The instructions show clearly how the model must be completed...

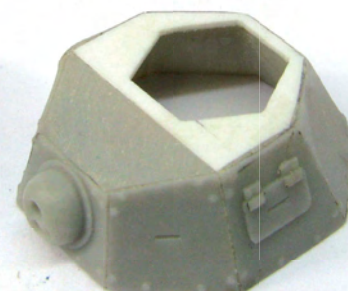
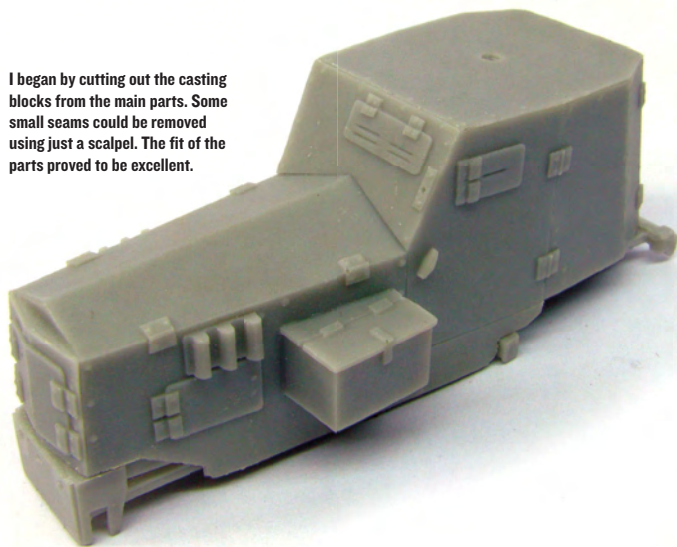


...but the painting guide is rather simplified.

Therefore, I recommend obtaining the book about Polish armoured cars published by 'Wydawnictwo Militaria'. This handy reference contains a lot of colour profiles, drawings and rare archive photos.



I began by cutting out the casting blocks from the main parts. Some small seams could be removed using just a scalpel. The fit of the parts proved to be excellent.



In accordance with my idea for displaying this kit, I needed to open the commander's cupola. This required some serious modification of the turret. Firstly, I milled out its interior and cut out a part of the roof.

The replacement roof was made from a piece of 0.5 mm styrene sheet. I cut out the aperture for the cupola from it. It was larger than the original kit's cupola, but closer in size to that which I estimated from the archive photos. However, it's worth noting that many Wz.34s differed from each other.



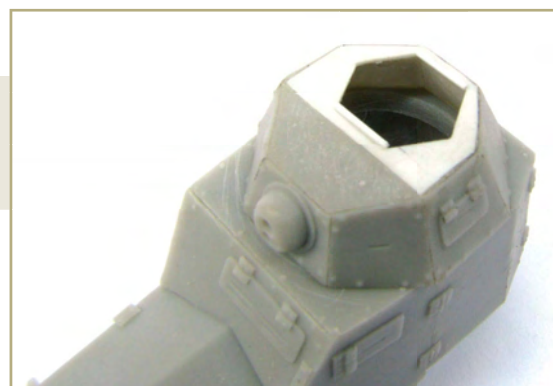
Next, I scratch built the cupola halves from pieces of 0.25 mm styrene sheet, and cut out the air vents in their roofs.

The turret was finished by adding the round 'crown' to the top of the cupola, as well as the hinges and a few bolts. I conjured up the latter from lengths of 0.25 mm styrene rod.

As the resulting hole slightly unveils the interior, I had to make a simplified representation of this area. The Puteaux gun was reproduced from various pieces of styrene sheet and rods.



I then drilled an aperture in the roof of the combat compartment.



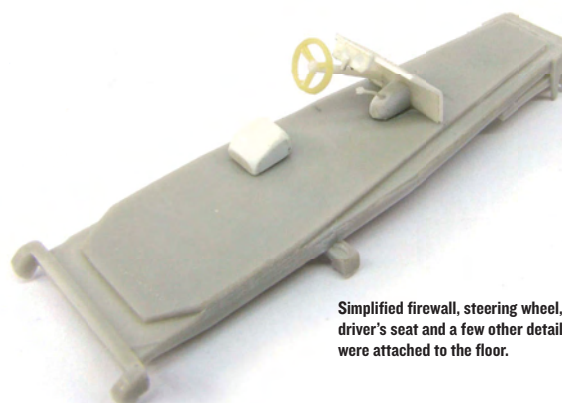
I also decided to open the armoured radiator cover. Firstly, I had to remove the doors and drill an aperture of the correct size.

The radiator was replicated by coiling tin wire around a piece of 0.5 mm styrene sheet.



Afterwards, I marked the shape of the doors onto the inner hull sides and added rectangular pieces of thin styrene sheet which acted as simplified visors.

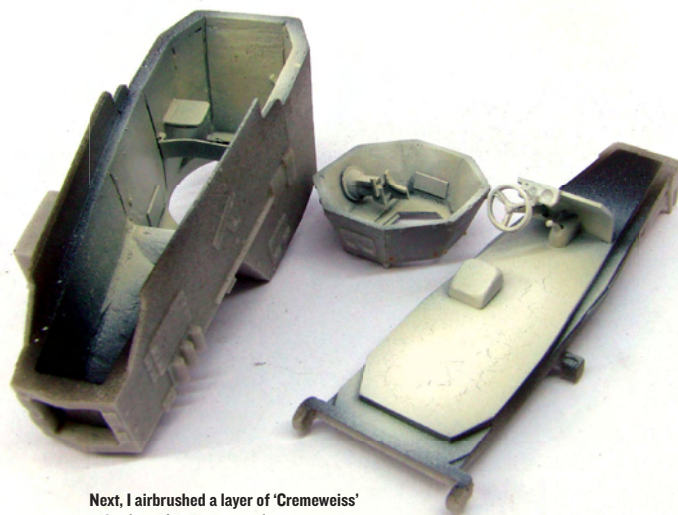
I also added the gunner's seat and driver's backrest. The latter was made from a piece of 3M masking tape.



Simplified firewall, steering wheel, driver's seat and a few other details were attached to the floor.



To continue the assembly, I had to paint the interior. I started by priming it with Ammo's Black Primer.



Next, I airbrushed a layer of 'Cremeweiss' paint from the same manufacturer.



Once I'd brush painted the details, I recreated the chipping on the floor and doors, using a piece of sponge, held with tweezers.

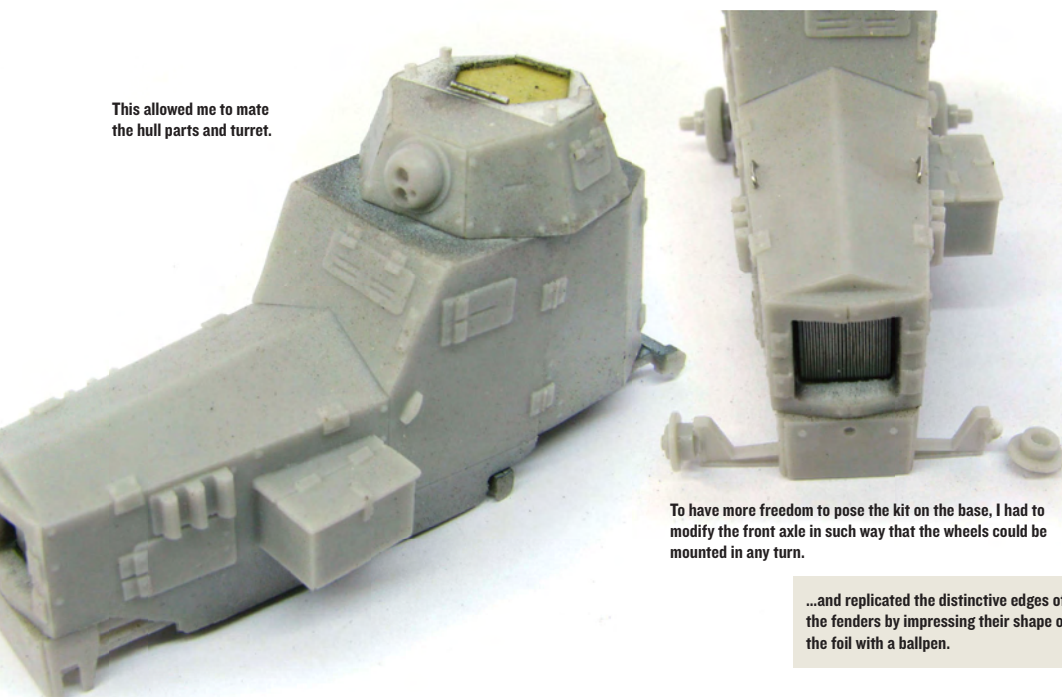


The details were brought out with AK093 'Wash for Interior'...



...whilst the dirt on the floor was reproduced using Tamiya Weathering Stick 'Mud'. It was mixed with water and applied with an old short bristle brush.

This allowed me to mate the hull parts and turret.



To have more freedom to pose the kit on the base, I had to modify the front axle in such way that the wheels could be mounted in any turn.



Although the resin fenders were quite fine, I replaced them with homemade parts. I cut out a few pieces of thick aluminium foil...



...and replicated the distinctive edges of the fenders by impressing their shape onto the foil with a ballpen.

Painting

I chose a rather unusual camouflage scheme. The 'zebra stripes' were sprayed using brown and olive-green colours from the aforementioned Lifecolor's set for Polish AFVs.



I then applied AK066 'Wash for DAK vehicles'. The excess enamel was soon removed with cotton buds, dampened with white spirit.



Weathering



As is usual, my first step during this stage was to recreate some damage on the paint layer. Some bright paint chips were carefully brush painted with Ammo 017 'Cremeweiss', whilst for the darker ones, I used AK-Interactive AK711 'Chipping Color'.



I then airbrushed some tiny droplets of AK017 'Earth Effects' onto the hull. Setting the micro air control valve on my airbrush to a minimal air pressure helped me to achieve the desired result.



The resulting enamel specks were spread over the surface by rolling a cotton bud over them, slightly dampened with white spirit, on chosen areas.



I also added some vertical smudges with a fine brush, dampened with AK049 'Odorless Thinner'.



Before I proceeded to reproduce the mud, I temporarily attached the rear starboard fender to the kit, with a piece of UHU Patafix.



I then prepared a mixture similar to the one previously used for the Panzer II, and applied it to the lower surfaces of the Wz.34. However, this time I went for another, more precise method of application. The muddy 'paste' was collected with a wet toothbrush and speckled over the kit surface.

Figures



The main problem of every modeller interested in building 1:48 vehicles and dioramas is the poor availability of both plastic and resin figures in this scale. What's more, amongst the few we can choose from, many can only be described as poor. In this case, the starting materials were an average quality tank crewman from a Tamiya kit, and two shapeless characters, pretending to be infantry soldiers, from an aged Bandai figure set.



The tanker was cut in two places in order to slightly twist his torso, which helped to adjust him to the turret hatch. I also replaced the right arm with another one, in accordance with my diorama idea.



The uniforms of both infantry soldiers required re-sawing the misrepresented folds with a file. I also removed those details which were too flat or oversimplified, and emphasized the edges of belts and harnesses. Also, one of the figures received glasses, made from 0.25 mm tin wire.

Finally, I added some little, but still important parts like rifle slings etc. A distinctive rubber strap around one of the helmets was reproduced with a thin strip of Tamiya masking tape.



Base

The base was cut from styrodur foam sheet, to which I glued three properly shaped, thick pieces of foam PVC sheet, creating an elevated area for the road.



The ground was formed from tile adhesive. Before it dried, I poured some very fine sand onto the surface, and created the final texture of the ground. This included imprinting some ruts and tracks.



Once the ground had fully cured, I airbrushed it with XF-52 Flat Earth and XF-57 Buff from Tamiya.



Next, I sowed some grass along the roadside, using static grass. It's important to use different lengths of grass, as otherwise the resulting meadow will look like a carpet. Flowers are always a nice addition to any summer scene. In this case, I used some tiny natural flowers which were later brush painted with very heavily diluted acrylic paints.



To reproduce the dusty appearance of the road and adjacent meadow area, I airbrushed them with AK042 'European Earth'.

The vehicles were glued to the base with high viscosity C.A. adhesive.





The final touch was to attach the figures, and mount all fine details of the vehicles, which had been left separate to avoid damaging them.



Modelspec

ToRo Model 1:48 Polish armoured car wz.34-II with
Puteaux gun Kit No. 48019
Tamiya 1:48 Pz.Kpfw.II Ausf.A/B/C French Campaign
Kit No. 32570

Accessories Used

ToRo Model 1:48 scale Panzer II Ausf.C Polish
Campaign Conversion Set - Kit No. 48014
RB Model 1:48 Turned Metal Barrels -
Kit Nos. 48B50 & 48B33
Hauler 1:48 scale PE Detail Set for Pz.Kpfw.II
Ausf.A/B/C - Kit No. HLX48316
Hauler 1:48 scale German Rucksacks and Bags -
Kit No. HLX48196

Tools and Modelling Products:

Tamiya Extra Thin Cement, C.A. Glue, Styrene Sheets
and Rods, Tin Wire, Trumpeter Scribing Tool, Tamiya
Masking Tape, Wamod Masking Fluid, UHU Patafix,
Magic Sculpt Epoxy Adhesive, Plaster, Balsa Wood,
Styrodur Foam, Foamed PVC Sheet, Tile Adhesive,
Static Grass, Natural Flowers.

Paints and Finishing Products:

Paints: AK-Interactive, Ammo of Mig Jimenez,
Lifecolor, Tamiya (acrylic), Vallejo Model Color.
Ammo of Mig Jimenez 2005 Black Primer
Mr.Hobby Clear Varnishes
Microscale Decal Solutions
8B Pencil
MIG Productions P234 Rubbel Dust pigment
Tamiya Weathering Stick Mud
Talens White Spirit
AK-Interactive weathering products: AK017 Earth
Effects, AK042 European Earth, AK045 Dark Brown
Wash for Green Vehicles, AK066 Wash for DAK
Vehicles, AK067 Streaking Grime for DAK Vehicles,
AK070 Brown Blue Wash for Panzer Grey Vehicles,
AK074 Rainmarks for NATO Tanks, AK078 Damp Earth,
AK080 Summer Kursk Earth, AK093 Wash for Interior.



Andy King takes a look at the latest packaging of Italeri's 1:35 scale LCM, this time including some figures from Dragon.

HIGGINS AMPHIBIAN

The landing craft was originally a British design dating from the 1920s and first saw action in the landings at Norway in 1940 and Dieppe in 1943. The LCM 3, which is the subject of this kit, was built by Higgins Industries in the USA and used mainly in the D-Day landings in Normandy and also in the Pacific theatre of operations.

The kit has been around for a few years and this time around has been released under the heading of 'D-Day Normandy 1944-2014'. Taking a look at the contents of the big box, it is dominated by a rather large moulding of the LCM hull and surprisingly only five sprues associated with the build up of it. Three sprues are for the Dragon figures. Also there are two thicknesses of thread and a decal sheet with mainly generic numbers and a couple of flags and instrument panels on it.

All parts are quite nicely moulded and more or less flash-free with just a couple of bits here and there. There are mould seams and pin-marks present in some prominent places such as the outside of the upper hull sides and shields for the .50 cal machine guns but generally the standard

is good.

The hull is quite a substantial moulding. Parts like this can bring problems such as warping due to the size but I'm pleased to say it seems okay and after test fitting the upper deck it looks to be a good and problem-free join.

The actual parts count for the LCM is relatively low but considering it's basically a floating rectangular box with few frills this would account for it. Detail-wise, it is good enough although as with every kit things can be improved with etched items and the rope fenders would look better actually made from real thread. My wife showed me a technique called 'French Knitting' to make these. The .50 cal machine guns would be better from the aftermarket too.

The air vents on top of the hull are in two parts and will require some creative thinking to get rid of the inside join as these will be virtually impossible to fill and clean up.

There are three crew figures included that are depicted wearing life vests and wet weather clothing but even taking this into account, when you compare them to the Dragon figures the difference is quite noticeable and they seem closer to 1:32 scale.

The facial features are a bit cartoonish too.

The six infantry figures mentioned above are from Set No. 6211 'US 29th Infantry Division' and are of typical Dragon quality. There are mould seams present and these are easily removed but again they all have die-lines running across some detail that might be a bit trickier to remedy. Three figures are featured wearing life preservers and the associated webbing, some personal equipment such as canteens, ammo pouches and bayonets are also on the sprue and weapons are limited to the M1 Garand rifle, BAR rifle and M2 Carbine of which you get two each.

Painting-wise you have two options, both of which are grey with a red waterline. One is for the Pacific, specifically Iwo Jima February 1945 and the other for Normandy June 6th 1944. Decals are well printed and in register if a tad thick, and provide generic numbers for any LCM of your choice.

Besides Normandy and Iwo Jima, the LCM 3 was also used for the crossing of the Rhine in Germany during 1945 and as well as being in the water pictures are available that show LCMs loaded onto transporters for overland travel so it opens more possibilities for more (and bigger) dioramas. As well as troops the LCM was capable of carrying a jeep or medium tank such as a Sherman so that will give you more scope to fill the inside of the hull.

The kit itself looks pretty good and with some extra work (and maybe some decent crew figures) it can be made into great model. Recommended! ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



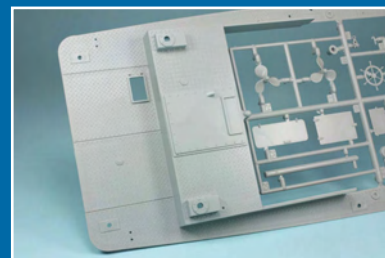
The big main LCM moulding.



Bumpers are a bit uniform as moulded.



The big front ramp.



Nice treadplate detail on the upper deck.



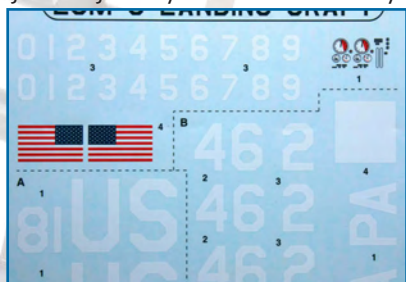
Textured floor.



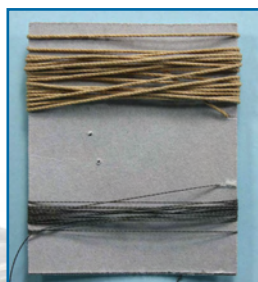
The Italeri figures are a bit chunky and overscale.



The Dragon figures are very good indeed.



Markings are supplied for two craft.



String is included!



The machine gun would best be replaced.

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HOW TO BUILD... REVELL 1:32 SPITFIRE MK.IIA

Revell has released an all-new 1:32 Supermarine Spitfire Mk.IIa. With some minor modifications, this model may also be built as a Mk.I or a Mk.Va. Over the course of five Chapters, James Hatch examines the kit contents in detail, describes construction of the model with lavish illustrations, and points out the areas of the kit that may be improved and corrected.

This new book features an exhaustive step-by-step guide to construction; plus a painting and weathering tutorial. A number of essential reference resources are also included.

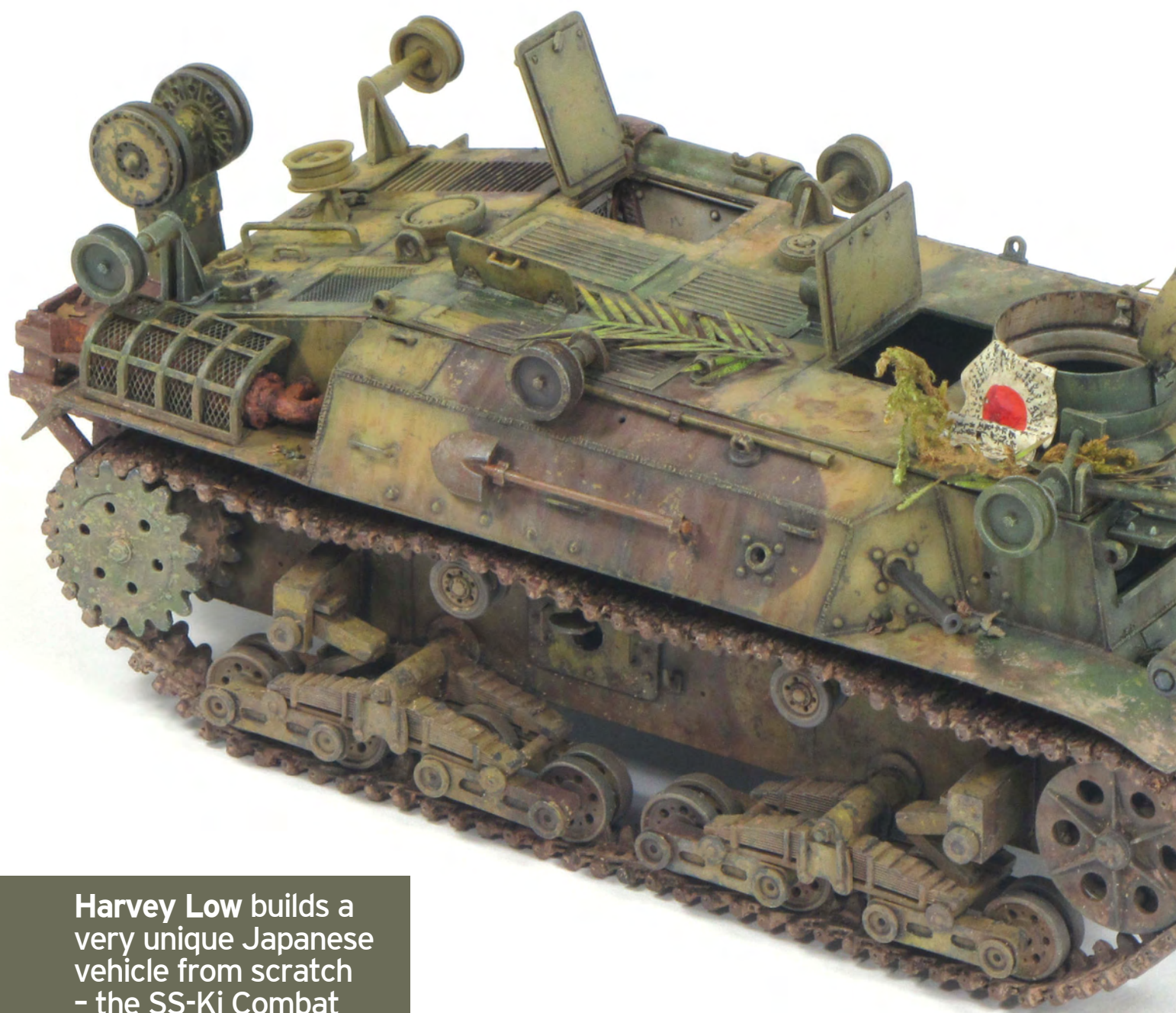
More than 200 photos, a reference guide, and photos of the kit sprues are all included - a must have before you build the model!

Already available in the 'How to Build...' series:



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JAPANESE CLAWED THE SS-KI COMBAT ENGINEER



Harvey Low builds a very unique Japanese vehicle from scratch – the SS-Ki Combat Engineering Vehicle.



MONSTER ENGINEERING VEHICLE

Once in a while a model subject comes along and just grabs your attention! This was the case with the Soukou Sagyou Kidosha, Japan's version of the British Churchill AVRE and US M32 recovery vehicles. I saw pictures of this beast on the Internet and wanted to build one for my WW2 Japanese armour collection. The only problem was that there was no kit of this vehicle except an older resin one in 1:76 scale! But with a little digging, Japanese armour enthusiast Akira Takizawa directed me to Groundpower #207 (the only source of good photos and details that I found at that time). This article will take you through my journey from design to completion of this very obscure vehicle.

A SHORT HISTORY

Although one of the three main tripartite Axis combatants in WWII; Japan lagged behind other nations in the development of effective armoured fighting vehicles. While Japan's medium tanks such as the venerable Chi-Ha are well known, very little is known of her auxiliary and support vehicles. The vehicle was designed by Mitsubishi to serve all engineering functions from bridge laying to bunker busting. It is not known how successful they were deployed as armoured recovery vehicles. While this model looks like something out of a science fiction book, this model is not a "paper panzer" but saw extensive combat.

The Soukou Sagyou Kidosha or SS-KI (literally translated as "armoured working motor vehicle") was the Japanese Army's primary engineering vehicle. It first saw service in China as early as 1932 with the 1st Independent Engineer Company. The 5th Independent Engineer Regiment was formed in 1939, eventually transitioning to form the engineering unit for various tank divisions in 1942, with six companies of four vehicles in each company. They were not considered "tanks" and never deployed by infantry or as armoured fighting vehicles. Several were later used in the Pacific in the Philippines. None were used by the Japanese Navy.

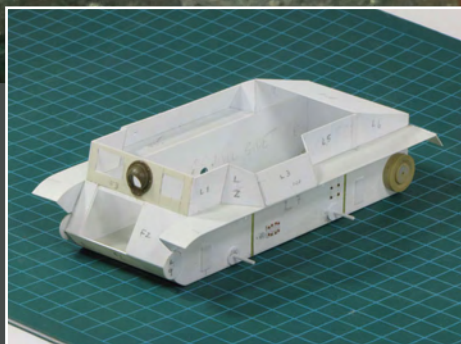
It could carry a small portable bridge that was deployed apparently (?) with the assist of

tiny rockets on the extremities of the bridge ends to propel the bridge to position as the vehicle came to an abrupt stop (and thus I assume the higher raised angle of the forward bridge support rollers). Its two front large claws were used for mine plowing, while some carried smoke and demolition charges. The SS-KI was heavily armed and crewed (5) for a vehicle weighing no more than 16,000 kg. She carried up to five Type 100 flamethrowers, along with at least two Nambu Type 91 6.5mm machine guns, which could be interchanged with the flamethrowers. It had a maximum speed of about 40km and a range of 170 km. A total of 119 built among five different versions between 1932 and 1943. The overall type designations were: Kou, Otsu, Hei, Tei, Bo. All versions were quite different physically, with some showing cross variant configurations. None survived the war. This model represents a later hybrid version that fought in the Pacific.

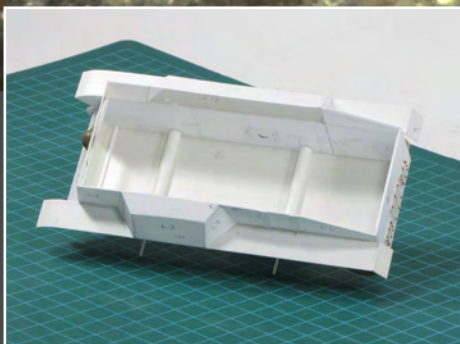
PROJECT PLANNING

This model is based on a photo (<https://www.flickr.com/photos/deckarudo/6914209846/>) representing one of eight vehicles captured by the U.S. Army in 1945 (note by then they did not carry the bridge and thus is not modelled with one). My research led to the conclusion that the SS-KI was not based on the chassis of the Type 89 Medium tank as initially stated on several internet chat groups! The hull is longer and wider in order to support the weight of the bridge it carried (Hull Length: 5.2 meters; Width: 2.2 meters; Height: 1.5 meters). It also had an entirely unique and stronger suspension. The factory plan in Groundpower #207 was resized to 1/35 as the foundation for dimensions. I also used many the photos in Groundpower and the few on the internet as my primary references. Given the similarities with other Japanese vehicles, I then looted my stash of 1/35 Japanese vehicles as sources for small parts or masters for casting.

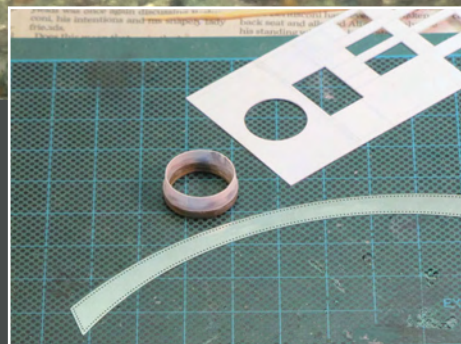
I decided on an interior to this model. Given the level of detail that an interior offers, I planned for the model to be displayed with removable self-fitting panels that could show the entire insides open-up, or button-up! ►



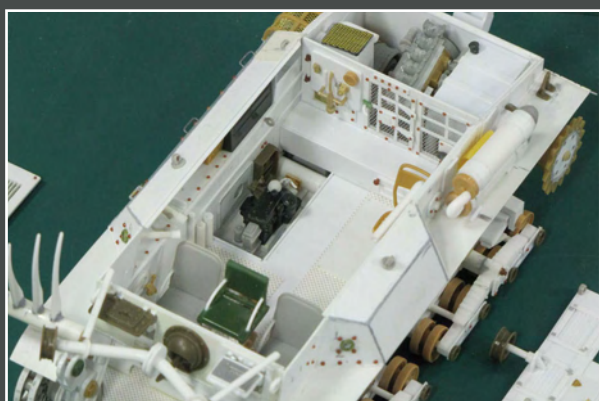
Since the model will be modular with removable panels, I used appropriate styrene thicknesses (mostly .020 and .030 styrene sheets) to replicate the 17mm side walls and 10mm armoured roof (.020 is about 3/4 inches in 1/35 scale).



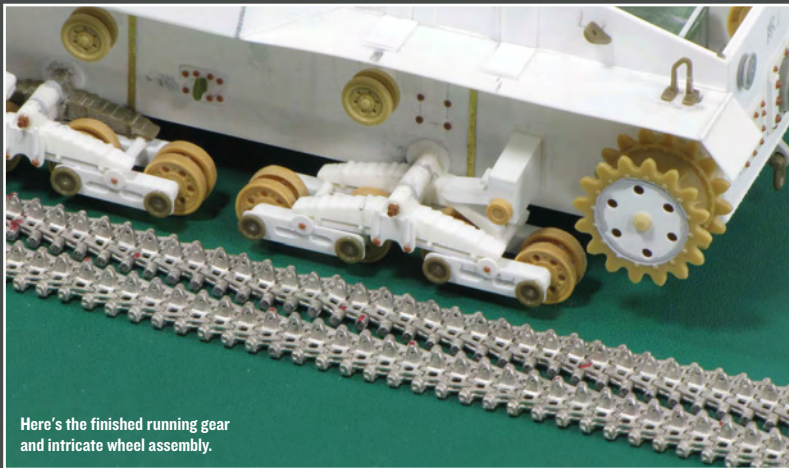
This is the model before the floor was added. Note the covers for the main axes which also served as supports for the fighting compartment floor.



The commander's cupola was cut from .010 styrene using a curved metal ruler, then heat-formed to shape. The hatch itself is from the Type 89 kit.



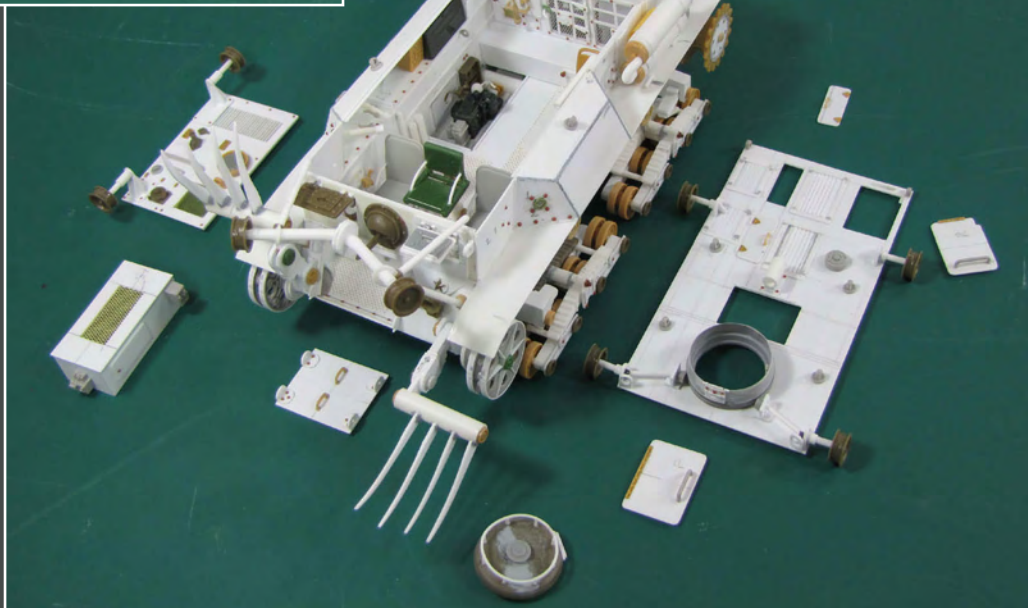
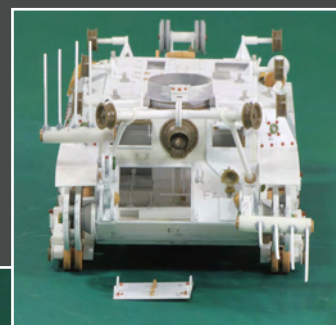
The interior showing the engine bay and crew areas. Note the engine, gas tank, and vent loosely placed in the engine bay at this stage to help size of remaining engine compartment.

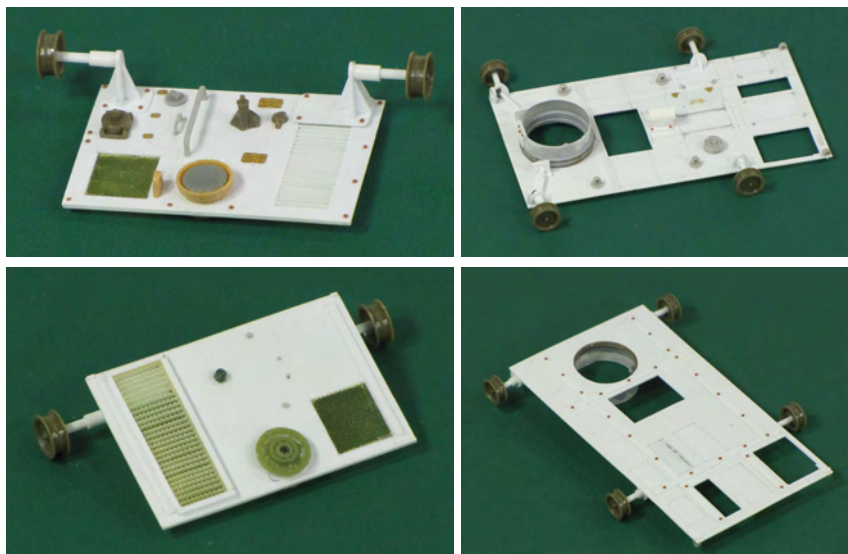


Here's the finished running gear and intricate wheel assembly.



The model in all its glory before painting! It was almost a shame to apply paint over all these multi-coloured parts.





The rear engine deck and top roof. Since the panels are removable, I added detail to both sides.

I experimented and used moderate amounts of Simple Green as a further chipping agent. Simple Green is a bio-friendly cleaning agent found in hardware stores. I found it provided slightly different chipping effects than hairspray (note: apply in small areas only as it removes acrylic paint very easily!)



A STRONG FOUNDATION

The most important step in any scratch-building project is a sound hull. The proper dimensions, alignment, and strength of the lower hull will determine how accurate and aligned the rest of the model will be. I use a pane of glass to help align the hull along with wood shims as wedges during assembly to ensure proper alignment while gluing the hull plates. Thin support edging was added to the interior walls to support the placement and removal of the hull plating. The edges of the plates were shimmed to fit at proper angles. Fenders were heat formed at the ends using .020 mm styrene. A raised floor was made from thicker styrene (.040) which also served as a means of reinforcing the lower hull's integrity. The floor was completed using anti-skid sheets from EZ Safety Tread by S&S Products (#311) with a small cut-out on the rear left side of the fighting compartment for the location of the small electric generator. Tichy rivets (.040) were used on the exterior for the bolt detail. All other surface details such as the vents, grab handles, and grills were scratch-built using styrene or brass rod.

INTO THE INTERIOR

No photos exist of the interior of an SS-Ki. Since it was loosely based on the Type 89, I based the interior on the Type 89 medium tank. The interior had to be scratch-built as none exists for the Type 89 interior either as an after-market product.

I started with the firewall using .015 styrene, as this will provide added structure to the side and top hull plates when those are installed later. I first needed to determine where to position the firewall on the interior layout. I determined the position by basing it on the size of the engine bay (in turn based on the size of the main engine block). Placing loose 1:35 scale figures in the interior at this stage also helps in estimating sizing of the fighting compartment's height, and size of the hatch openings. The firewall was completed as a sub-component with all its details before installation (it is comprised of almost 100 parts alone). Now that the basic interior layout is complete, I then moved to the interior structural details.

The interior of Japanese tanks often had asbestos sheets installed as a fire retardant. These sheets are replicated using .010 styrene sheet and .010 x .040" ribbed styrene. The sheets were textured with MR.SURFACER 500 to simulate asbestos texture. The engine bay was then detailed with vent shafts and piping and other structural details along the walls and floor which had to be added at this stage before the engine itself and other details. I added fuel piping for the flamethrowers (which are thin rubber tubing from my spare parts box to be installed later). Other details were added including the driver shifting levers, pedals, ammo racks, radios, etc. I borrow the term from Shep Paine's original book on Dioramas that you can use creative "gizmolology" and not fuss too much on rivet

counting. I used a plethora of tank interior photos as a basis for such "creativity".

The upper hull plates were then built. There is no secret to how to achieve the right angles except repeated measurement and test fitting based on plan drawings. I always measure "twice" and fit once! In fact measure and re-measure repeatedly before you cut and install. The upper roof, rear engine deck, and forward hatch, were designed to fit snug and removable. All hatches are scratch-built with handles fashioned from brass wire.

The engine itself was made of thin .010 styrene wrapped around a basswood core with engine surface details taken from other 1:35 engines. The cooling cylinders are from a 1:32 Japanese A6M Zero, with wiring from thin brass electrical wire.

The transmission is a modified T-34 with scratch-built break bands. The other engine parts (e.g., magneto, battery, carburetor) are from the spares box. The exhausts were made from bent styrene rod heated and formed into the required shapes. The gas and oil tanks were made using square tubing (#256 evergreen square tubing 9.9 x 9.5mm). The small electric generator in the fighting compartment floor was similarly scratch-built. Seats were converted from 1:35 seats found in my spares box. There are almost 400 parts to the interior.

As with all models with an interior, I began painting the interior at this stage. Most Japanese tanks interiors were off-white in colour. I painted the interior off-white over a flat black primer, layering it on to leave recessed areas darker in colour. ▶



I applied spot washes and vertical streaking effects using lighter fluid mixed with oils (warning: don't smoke while you do this!).



Here's my mix for textured mufflers!



Suspension springs (resin copies were made from a master).



Each main bogie assembly is comprised of around 50 parts, resulting in 250 pieces overall for the running gear alone, including the idler and drive sprockets.

Oil washes of Winsor & Newton 554 (Raw Umber) toned things down further and adding colour depth. The asbestos panels were painted Tamiya XF-55 (Deck Tan) mixed 50:50 with X-32 (Titan Silver) and some XF-66 (Light Grey). The engine bay was painted red-brown (Gunze H47 + a drop of H7 Brown) to simulate the primers often used in these areas.

Weathering consisted of MIG filters P242 (Tan) and P406 (Brown), finished with a pin wash of AK045 (Dark Brown), with very light dry brushing of highlights with pure white oils. Oil spills were simulated using my own "sludge" mix in equal parts of XF-68 (Nato Brown) + X26 (Clear Orange) + X25 (Clear Green), and supplemented with AK Interactive Engine Grime. All areas of the interior where crew came in contact received light weathering of mud and dirt using various shades of weathering powders

(note that the application of mud and dirt must match the exterior mud and dirt in tonal values). Once painted, all interior areas were masked off to await final exterior painting and weathering.

My philosophy in scratch-building is to add as much detail as possible to flood the viewer's eye seeing many different sub-assemblies and details. In the end I used about 350 pieces to the interior.

RUNNING WITH THE RUNNING GEAR

This was the most difficult stage of the project as all components not only had to be scratch-built with many fine parts, but also carefully built to ensure proper alignment! The entire running gear was scratch-built using modified wheels from Tamiya's 1:48 Panzer III wheels (Kit #32524, Part 10013014) with the rubber portion removed via a Dremel tool. This is perfect pattern and size of the

SS-KI wheels! This vehicle requires thirty-two such wheels. By the way, spare parts can be ordered directly from Tamiya as I found the cost comparable and even less compared to casting them in resin.

The suspension springs were scratch-built based on a master that was then copied in resin. The suspension covers were made with .020 and .015 styrene with .030 x100 strips for the support springs. The wheel outer arm supports are 16mm lengths cut from Evergreen #187. The axles are .060 styrene rod. The front sprockets were based on modified AFV Club T-34 rear idlers with surface bolt detail removed and styrene ribbing added. The rear sprockets were made using a combination of the Italeri Steyr RSO (Kit 335) part #14B, and Fine Molds Chi He drive sprockets, since I used the Friul Metal Tracks for the Chi He Tank (ATL-70). Specifically, I shimmed the bolt detail and rubber portions

off the RSO wheel, then took the Fine Molds sprocket (with the centre portion removed) and mated the RSO and Fine Molds parts together to form the new drive sprocket. A new hub cover was made. The return rollers were from the Type 89 kit (#16) with bolt detail added (I added .020 shims and then .100" styrene rod for the axle).

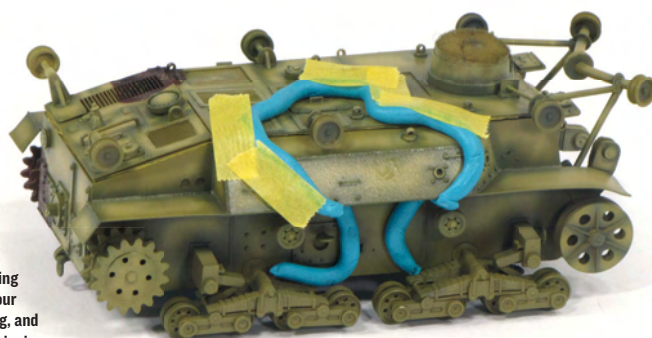
THE DEVIL IN THE DETAILS

Now for the remaining external details:

- The front de-mining claws were made with styrene rod and .080 styrene as the claw neck/base and .060 mounting plates. The rakes themselves were made from .040 shims with .020 strips for detailing along with Tichy bolts. The mining teeth are #136 evergreen .75 x 3.2mm.
- The forward bridge roller support rods were made from #213 Evergreen. Side rods were heat



These photos show the painting sequence including base colour modulation, Blu-Tack masking, and camouflage with hairspray chipping.



The three colour camouflage in place.



MIG powdered dust and earth (various mud and dirt colours) using Tamiya thinner as thinning agent.



Notice the little details that show human presence such as the bottles of Saki, propaganda magazine, tanker helmet, and spent shell casings (made from .020 styrene rod painted with Alclad II Polished Brass (ALC109)!

formed at the ends. The most difficult part of this entire project was the installation of these support arms. I had to use a jig that I use for my WWI rigging to help position the arms during gluing. The bridge roller supports are from the Fine Molds Type 89 kit part #H16 (Note: initial web references that this vehicle is based on the Type 89 turned out to be completely inaccurate and my purchase and initial modifications of this kit were wasted, so I used the parts as spares).

- The muffler and rear winch were scratch-built. The MG mount was cut off from the Type 89 mantlet.
- A scratch-built wooden frame (which I do not know the purpose of) was added to the rear armoured plate as shown in period photos.
- Flamethrowers are made using Evergreen # 211 rod (.040 or 1mm in size), sandwiched with two smalls trips of styrene to simulate the Type 93 Japanese Flamethrower. Note: the barrels of the flamethrowers were installed last from the outside to make it easier to paint and weather the exterior.
- Exterior flame thrower fuel tanks are 228 1/4" tube or 6.3mm diameter.
- The jack and mount were modified from the Type 89 kit.
- Spare photo-etch frets were used as mounts for the tools.

To give a sense of the depth of exterior detailing, the roof is comprised of about 125 parts alone.

PAINING AND WEATHERING

The goal for this model was to show moderate weathering given the short life-span of this vehicle in a tropical climate. I also did not want to cover up intricate the paint scheme and details with layers of "eastern front style" mud!

This model was painted in a late war three-colour camouflage

scheme. It should be noted that late war paint regulations indicate a change from exterior red-brown primers to using khaki as the primer and base colour simultaneously (likely to simplify the painting process while minimizing paint stocks). The base colour was called karekusa-iro or "parched grass" and best described as a greenish-yellow kaki. This was the standard basic tank colour after 1942. To simulate this colour, I took the Gunze Mr.Hobby IJA Paint TC15 and compared it to Nick Millman's excellent reference (Japanese Armour Colours - a Primer 1937-1945) and came up with this custom mix for three tone camouflage colours using Tamiya acrylics as follows:

- Karekusa iro base colour (parched grass): 60% XF-49 (Khaki) + 15% XF-60 (Dark Yellow) + 15% XF-4 (Yellow Green) + 10% XF-67 (Nato Green). This colour approximates FS16160. I mixed black grey (XF-63 German Grey) with this custom mix, and white/flesh (XF-2 and XF-15) to provide a range for modulation.
- Tsuchi iro (dark earth or chocolate red brown): 45% XF-9 (Hull Red) + 45% XF-68 (Nato Brown) + 10% XF-69 (Nato Black). Again I used dark greys and whites to create modulation and depth.
- Grass Green is close to FS34096 using Tamiya XF-67 (Nato Green) out of the bottle with a bit of white added for scale effect.

The painting and weathering Sequence:

1. Sprayed Tamiya Fine Primer (white or grey does not matter) right out of the can. Scratch-building results the use of many different types of materials. A good primer coat cannot be underestimated in providing a uniform based colour and surface for subsequent finishes. ►



The battle flag was made using Wine bottle foil with decals (Master Box) applied over the foil and shaped to lie over the commander's cupola. It was weathered with oils to tone down the colours.



Palm fronds were from J's Work and weathered using AK products and Quatermaster pigment powder.





Products used for track weathering.

2. Sprayed the entire model flat black.
3. Airbrushed the base colour with tonal modulations, followed by patches of the other two camo colours using the hairspray technique to simulate wear of poor quality paint applied over the khaki base. Masking was accomplished using Blu-Tack reusable adhesive putty. These colours were also modulated to give depth. This step took time and patience as I could only work in small areas for easier chipping using AK Worn Effects.
4. Applied filters to establish consistent depth using MIG P242 (Tan) over all camouflaged surfaces. This filter softens the colours together and sets the base colour for subsequent weathering.
5. Sprayed a very thin mist of Tamiya XF-52 (Earth) on all undersides and lower areas of the model.
6. Added paint chips with Vallejo black grey and Prismacolor Coloured Pencil PC #1058 Warm Grey pencil crayon for light scratches (mostly topsides).
7. Sprayed gloss coat to prepare for oil washes.
8. Apply Winsor & Newton oil wash of #554 (Raw Umber) and 502 Abteilung Industrial Earth in equal amounts thinned with Humbrol thinner.
9. Sprayed semi-gloss to prepare for oil mapping to bring some warmth back using Winsor & Newton oils and Abteilung oils that

- are close on tonal values to the three camo colours.
10. Sealed with Testor's Model Master Acryl Gloss.(4638).
11. Applied overall wash of Winsor & Newton #554 (Raw Umber).
12. Applied thick mud in varying shades using powders mixed with acrylic resin, plaster, Tamiya XF-52 (Earth), and water.
13. Applied final clear coats of flat using Testor Model Master Acryl Flat (4636).
14. For the tracks I used Blacken It (several coats), followed by splotches of various shade of beige and browns applied with a sponge. Several thick washes toned down the colours. Bits of mud and leaves were applied between the tracks. Powered steel was then rubbed on the track guide teeth, wheel surfaces, and track pads.

CONCLUSIONS

The accomplishment of scratch-building is not just the process and finish of a unique subject, but rather the wonderment I see in the eyes of armour enthusiasts who have seen it all but say: "Never seen one of these before!"

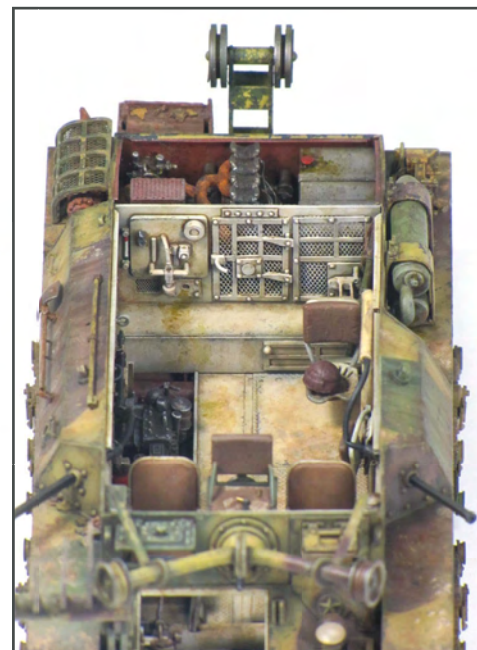
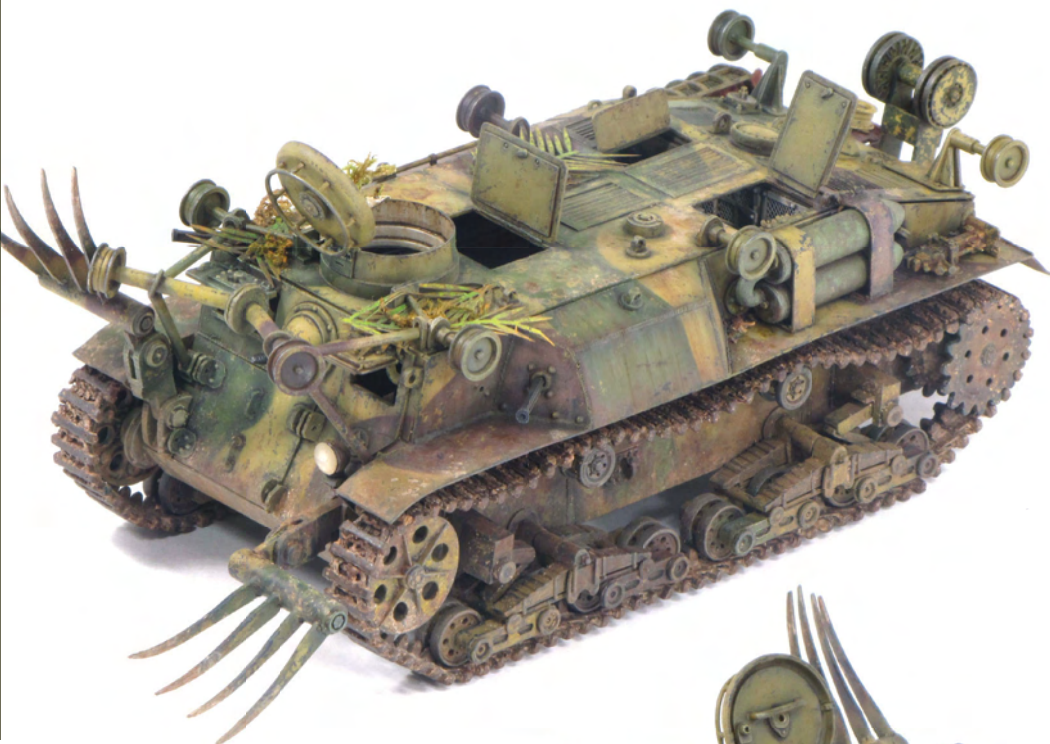
I really had fun with this project and tried my best to put in as much detail as I could squeeze on this small canvass. The model took about 2 years of intensive work to complete and is comprised of about 2,000 parts. Now onto an "out-of-box" build! Happy modelling! ■



Weathering with MIG Productions' "The Filter"



Calibre 35 resin footprints were used to add another interesting touch.



References:

- Arndt, Rob. Soukou Sagyu SS-Ki
<http://japan.greyfalcon.us/Soukou%20Sagyuu.htm>
- Ground Power No.207 (August 2011)
- Wikipedia Soko Sagyuo Ki
http://en.wikipedia.org/wiki/S%C5%8Dk%C5%8D_Sagy%C5%8D_Ki
- Wild Mook #35. Imperial Japanese Ordnance Review

TANKFES

The last weekend in June was Tankfest time at the Bovington Tank Museum. Once again, the two days had brilliant sunshine for almost the whole duration, despite the gloomy forecast of rain storms for Saturday.

The museum has organised several special events throughout the year to mark all the significant anniversaries that occur this year, during May it was the 70th anniversary of D-Day, Tankfest marked the 70th anniversary of Operation Market Garden and on the 4th August there will be a commemoration of a hundred years since the outbreak of the First World War.

There was also a bit more variety to this year's arena displays with a tug of war contest featuring teams pulling Scorpion light tanks and on the Sunday a display by the White Helmets motorcycle display team. There

were also several new museum vehicles taking part, an M110 SPG, a Buffel the South African mine resistant vehicle and a BRDM-2 clear lane marker variant of the Russian armoured car. The Museums new exhibits were joined by several from the Crompton collection which will be familiar to viewers of the Combat Dealers series shown recently on the Quest freeview channel. Bruce Crompton and his team brought with them a Jagdpanzer 38 (Hetzer), SdKfz 251 D, Kubelwagon and a 75mm PAK 40 anti-tank gun.

The military vehicle displays were started by the three Leopard tanks, two ex-Canadian Leopard C2s and a German Leopard 1A1A1. The British Army traditionally puts on an excellent display of currently serving vehicles at the show and this year was no exception. The British Army section started with the Jackal a whisper quiet wheeled reconnaissance vehicle followed

by a Scimitar 2 CVRT Combat Vehicle Reconnaissance Tracked. Next up was a Titan bridge layer followed by a favourite of mine, the Challenger 2 TES named Megatron; Megatron has displayed at several Tankfests over the years and is up for a major overhaul hopefully ready to be back next year. Then came a Warrior which was fitted out with all the latest protective shields and bar armour for service in Afghanistan. The final current combat vehicle was the CRARRV ChallengeR Armoured Repair and Recovery Vehicle.

The theme then continued back in time with the Museum's Cold War collection. This included the Saladin, Saracen and Stalwart which all share the same running gear. Then the Ferret armoured car, both British and ex-Swedish versions of the Centurion, a Comet just back from restoration and sporting a new paint scheme, Chieftain Stillbrew and a Khalid in Jordanian paint

scheme. Then it was the turn of the American M60A1, M103 and the newly acquired M110, followed by the Russian BRDM-2, BTR-60PA and a Chinese T-59 although it is now in Russian markings. The section was finally finished off by the South African Buffel which looked like something out of a science fiction film to me.

Going back further in time, it was the turn of the Second World War vehicles. When you consider all the 70th anniversaries of key battles in World War Two it is surprising how many of the vehicles in this section are still able to run. This is due to the hard work of the Museum staff and the army of volunteers who donate their time to not only maintain the vehicle collection but also help out with the smooth running of the event each year. Taking part in this section were a Matilda I, Valentine Mark IX, the unique Valentine DD, Daimler Dingo, Hetzer, T-34/85,

Panzer III Ausf. L



T 2014

Andrew Willis reports on the wealth of armour on display at Tankfest 2014.

SdKfz251D, Panzer III and Tiger.

The arena displays closed with the traditional mock battle, which this year centred around a bridge built on the mound in the centre of the arena to represent Arnhem Bridge during Operation Market Garden. There was also a rather

nice display by a P-51 Mustang followed by a Dakota which fitted in nicely with the British Paratroopers assaulting one end of the bridge and the German Fallschirmjagers defending the other end. The Germans were supported by a Kubelwagon, Hetzer and Sd.Kfz.

251D from the Crompton collection and the Kettenkraftrad, Panzer III and Tiger from the museums own collection. It is surprising how much interest there still is in the Tiger after all the years it has displayed at not only at each year's Tankfest but also its own Tiger days.

That concluded another year's Tankfest and it will be interesting to see what next year will hold in store - fall of Berlin maybe using their Russian collection perhaps or even the Rhine crossing using amphibious vehicles? Now there is a challenge for them! ■

Morris Quad



Leopard C2



Challenger II TES





Samartan CVR



Scimitar II



Warrior



CRARRV



Saladin



Stalwart



Comet



Centurion



Daimler Dingo



Jagdpanzer 38 Hetzer



T-34/85



SdKfz 251D

Leopard C2





Chieftain Stillbrew



Khalid



MG0AI Patton



M103



BRDM-2



BTR-60PA



Buffel



Matilda I



Tiger I



Titan Bridgelayer



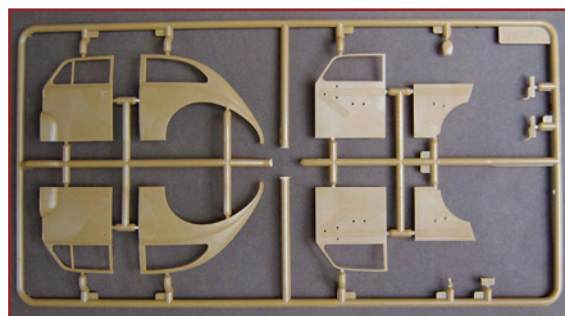
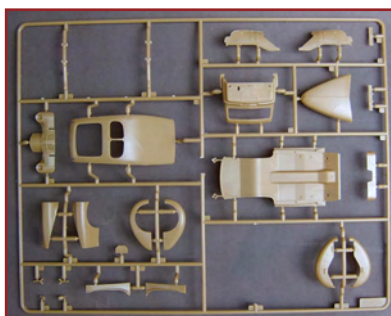
M110



Type 59

Saracen





ICM

1:35 SCALE KADETT K38 SALOON • KIT NO. 35478

Comprising 142 parts, ICM's latest kit is of the Opel Kapitän 2-door saloon, a car that served in Wehrmacht & Luftwaffe units on the Western & Eastern fronts right up to the war's end. This is quite a basic kit by today's standards, coming on 4 sprues with one for the clear parts. A set of markings gives us four options, the most attractive being two camouflaged vehicles in Libya 1942 and France 1944. If you want, you can chrome up the bumpers and other parts for one of the options. Detail is sharp in most areas, soft in some, but more than adequate. One thing that stands out immediately is the way that the tyres have been moulded. Sadly it isn't up to the standard of the rest of the kit and the tyres really do let it down. Construction starts with the engine and progresses through the suspension units and main body. There are 21 steps in all but, in typical ICM style, they are clearly drawn, uncluttered, and simple to follow. Detail on the engine and suspension is really quite good and a shame that most of it is hidden – I recommend you leave the bonnet off so as to see all of this. We get decals for the dashboard gauges and a full set of driver's pedals and levers. Beware the teeny-tiny door handles as they have heavy sprue attachment points and will either easily break or make a snack for the Carpet Monster.

The main body itself is made up of separate panels so, in line with the other ICM car kits that I have built, I recommend care and plenty of test fitting. Fortunately, as it is only the two-door version, this should be much easier than other kits. Worthy of note is the main grille and the Opel badges, all of which are superbly represented.

This is a lovely little model. It is cleanly moulded with no faults and, if you like your WWII cars, fits a nice little gap. The tyres are a let down, but there is room for plenty of super-detailing if you wish to make it better. A thumbs up from me.

Recommended.

Graham Tetley

Thanks to ICM for the sample www.icm.com.ua



ICM

1:35 SCALE KAPITAN SALOON STAFF CAR WITH SOVIET STAFF PERSONNEL • KIT NO. 35477



Comprising 157 parts, ICM's latest kit of the Opel Kapitän follows on from the 2-door saloon recently reviewed. In this version, all of the bits that were snipped from the sprues have now been left in place to give us the 4-door version. To compliment this, we have a set of 4 figures comprising another 36 parts. This is quite well detailed, coming on 2 sprues, with one for the clear parts and another for the figures. A set of markings gives us four options, the most attractive being a camouflaged vehicle in Poland 1944. If you want, you can chrome up the bumpers and other parts for two of the options. Detail is sharp in most areas, soft in some, but more than adequate. One thing that stands out immediately is the way that the tyres have been moulded. Sadly it isn't up to the standard of the rest of the kit and the tyres really do let it down. Construction starts with the engine and

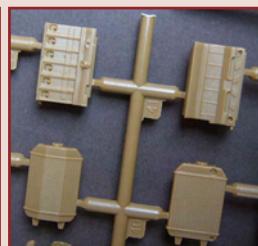
progresses through the suspension units and main body. There are 21 steps in all but, in typical ICM style, they are clearly drawn, uncluttered, and simple to follow. Detail on the engine and suspension is really quite good and a shame that most of it is hidden – I recommend you leave the bonnet off so as to see all of this. Sadly, the dashboard decals have not been included in this kit.

Thankfully, the doors here are moulded as separate items and I pleased to see ICM do this. This is a lovely little model. It is cleanly moulded with no faults and, if you like your WWII cars, fits a nice little gap. The tyres are a let down, but there is room for plenty of super-detailing if you wish to make it better. A thumbs up from me.

Recommended.

Graham Tetley

Thanks to ICM for the sample www.icm.com.ua





ICM 1:35 SCALE WWI AUSTRO-HUNGARIAN INFANTRY WEAPON & EQUIPMENT ITEM NO. 35671

With the 100th anniversary of the start of the Great War this year it is good to see that the mainstream manufacturers are now turning their attention to the 'War to End All Wars'.

Aside from the tanks that are coming from the big boys, ICM has entered the fray with a handy accessory set. We have two identical sprues of 208 parts in total that give us two each of an M1908 and M1912 machine gun on it's tripod, various rifles, helmets, hand grenades, entrenching tools – in fact just about everything you need to kit out a WWI diorama.

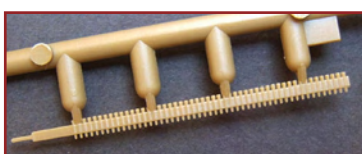
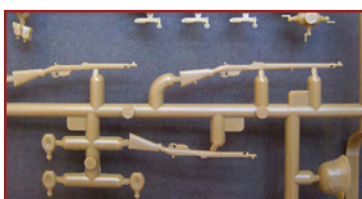
All parts are cleanly cast with no blemishes or knock-out pin marks anywhere. Detail is sharp and well-defined throughout, in fact worthy of note is the ammunition belt. Painting is covered by Testor Model Master numbers but you can easily match those to anyone else's range. This is a very simple and basic accessory set so I can't really say much more.

The only criticism I have is that the rifles are not labelled so you do not know which make they are, but it is a minor point in the grand scheme of things. Overall this is a lovely set and sorely needed to compliment those tanks that Tamiya, Takom et al are bringing out. A 9.5 out of 10 from me!

Highly Recommended.

Graham Tetley

Thanks to ICM for the sample www.icm.com.ua



VALLEJO BASIC COLOUR SET ITEM NO. 71178

Comprising 16 bottles, this will be an ideal introduction to the world of Vallejo.

Included in this set we have a range of base colours (White, Red & Yellow) plus several useful weathering & camouflage shades (Mud Brown, Burnt Umber, Yellow Ochre) that can be used on all vehicles, aeroplanes and figures.

The majority have RAL or FS numbers noted, so can be easily matched to many manufacturer's kit instructions. I personally find these paints ideal for brush painting fine details (especially uniforms) and must admit to not having much success in feeding them through my Iwata or Badger airbrushes.

This dinosaur still uses Tamiya acrylics for that, but some of my modelling friends swear by the Vallejo range.

There is not much that you can really say about a paint set, other than if you want a grounding in Vallejo then this is cheaper than buying the bottles individually.

Try them, experiment, and then work your way through the entire range!

Recommended.

Graham Tetley

Vallejo Paints are available from Creative Models Limited www.creativemodels.co.uk

ARCHER FINE TRANSFERS

AR35383 – GERMAN ROAD SIGNS AND CIVILIAN SIGNAGE AR88095 – GENERIC PIANO HINGE

Archer Fine Transfers has an interesting selection of recent releases. The first is a set of 26 1:35 scale German road signs. There is a great selection here that will be an ideal garnish for any vignette or diorama.

Most of Archer's markings are dry transfers, but these markings are special waterslide decals that require hot water removal from the sheet.

The instructions cover these requirements. The instructions also include templates to make it easy to cut base plates for the signs from plastic card. They also include translations for all of the German-language signs.

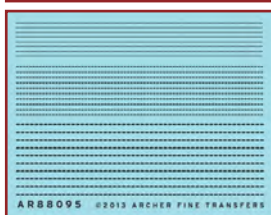
Next up is a set of generic piano hinges in three different sizes. These texture decals are designed to be applied direct to the surface of a model before painting. These will have a myriad of uses for both aircraft and military modellers across a range of scales. These are conventional waterslide decals, and application instructions are included.

Both Recommended.

Brett Green

Thanks to Archer Fine Transfers for the samples www.archertransfers.com

Archer Fine Transfers are available online from Creative Models Australia www.creativemodels.com.au



SO WHERE DO WE GO FROM HERE? HAVE YOUR SAY

You know, I have had many conversations with modellers from all around the globe. I often ask, "What you would like to see in 1:48 scale?" Now, some have no interest but others chime in and give me their pet loves mentioning some rare often neglected subject that, on the face of it, would maybe sell a half a dozen copies worldwide. Dammed if you do and damned if you don't seems an appropriate saying for any manufacturer entering the hobby today. Being a manufacturer of anything model related leaves one open to all sorts of criticism. I remember back in the day, any new kit was welcomed with open arms. Kits were cheap but brother were they nasty. Detail was something you generally added and was not included. Tracks were easy to

put together but had as much detail as a rubber band. Construction sequences were few and far between (probably, as there were so few parts) and instructions well, they were generally pretty basic affairs. Accuracy was just guesswork on the part of the kit designer and die cutter. Yes indeed, we had it good back then. I often laugh at comments I hear and see on the various news groups. Other modellers however mention the "no brainers". Take for example Tamiya. Why they haven't released a T-55, T-72, BT-5 or 7, Churchill or Dragon Wagon is quite beyond me. I often find myself building 1:35 as there are no plastic kit based subjects in 1:48 scale. How I would love a plastic 1:48 scale plastic kit of an M18 Hellcat or US half track. How good would it be to see Bronco's Chaffee or

even a 35(t) in 1:48 scale? To me, they seem like no brainers. I'd like to conduct a very unscientific poll of our readers and ask what you want to see. More figures? More armour, more detail, less detail, more varied colour schemes?

I'll publish the correspondence in this column whenever they come in. I'd like to hear from you and I'm sure the manufactures would as well. Please address all requests to the editor's email, editor@modelmilitary.com, with the title "What I'd like to see in 1:48 scale"

Let's give this whirl. It can only help. The more responses, the bigger the chance we may see it.

**Until next time
Luke Pitt**



BRONCO MODELS

1:48 SCALE

RUSSIAN SELF -PROPELLED GUN SU-152

KIT NO. ZB48004

Well, it's here and it's good! This new kit of the so-called "beast killer" from Bronco will be undoubtedly popular. The kit is moulded over just four medium green coloured sprues that consist of 110 finely detailed parts. A clear sprue is included, as is a small photo-etched fret together with a small length of tow rope. Four marking choices are proved: two in OBD green and two in whitewash.

A first class instruction sheet is included which is both clear and precise. The level of detail on this kit rivals anything in 1:35 scale and come close to their superb larger scale offering. It is quite frankly a case study on how to do a 1:48 scale plastic military kit correctly. I have heard on various forums that the parts count is too high for such a small kit and to be frank, I think that view is absolute and utter nonsense. This kit is an absolute gem and may well be one of the best plastic 1:48 scale kits I have had the pleasure to review thus far. Take for example the road wheels. Not only do they have a finely rendered outside surface they have the inside surfaces as well. Everything is moulded almost in scale from the ever so polite mud guards to the incredibly thin grap handles.

The barrel is noteworthy for a number of reasons: it includes the flutes on the end, is hollow and is moulded in one piece! The tracks are on the link and length variety and have no knock out marks on either side. Some may be critical of the moulded on engine grates, but honestly, they are so good you would be hard pressed to better them with photo etch.

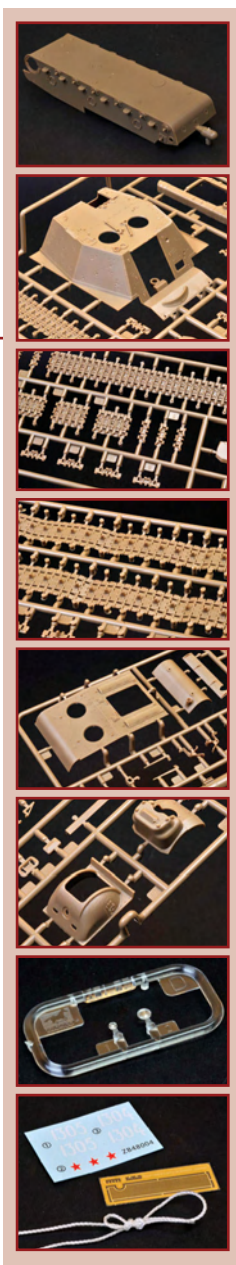
I recommend you buy this kit and experience how good a 1:48 scale kit can be.

Highly recommended.

Thanks to Bronco Models for the sample.

<http://www.cn-bronco.com>

Luke Pitt



HISTORY OF WAR

1:48 SCALE

VOLKSSTURM BERLIN. ITEM NO. 48 003

ENGLISH MIDDLE AGES KNIGHT. ITEM NO. 48004

This new firm, History of War, has sent through some quite nice resin figures for review this month. The first figure is a Volkssturm in Berli, but could be anywhere late WWII to tell you the truth. The figure consists of a body, two alternative heads and two arms. The sculpting and pose is quite good with fine facial features in evidence. The uniform is also handled well with very fine fabric folds and uniform details. The pose is also a good one, as is.

The second figure is an English Knight (say what?) in action welding a sword. Strangely, this figure is labelled a Knight but looks more like an indentured serf to me.

I like both of these figures as they are rendered to a high standard. The English Knight is an interesting choice, but one wonders how popular this one will be.

Both Recommended.

Thanks to History of War for the samples.

Luke Pitt

Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.



TORO MODEL

1:48 SCALE TWO SHEEP AND COW ITEM NO. 48F60

The title on this set sounds a little like an arty French film from the 1950s. Nevertheless, the two sheep are cast very well with the heads coming as separate pieces. Both are having a bit of a sniff or graze. The European Frisian Cow is cast very much in the same way as the sheep with the head as a separate piece that does allow a fair degree of creativity in the posing. The critical physical characteristics of each animal are rendered very well and they do look the part. These little guys would be equally suited for a field setting or in the back of a flat bed truck.

Recommended.

Thanks to Toro Model for the sample

<http://toro-model.home.pl>

Luke Pitt



ACE

1:48 SCALE SOVIET GAZ-M-415 SOVIET WW2 PICKUP ITEM NO. 48105

This firm is fairly well known for producing workmanlike Braille scale kits with this new 1:48 scale release being second GAZ vehicle.

The kit is presented in a fairly flimsily box with a very atmospheric and very well drawn illustration on the box top face. 43 plastic, 4 vinyl and one photo etch fret are included. The moulding of the majority of the plastic parts of the vehicle itself is generally good with no real flaws. The parts do however exhibit a fair degree of flash. The parts breakdown consist of a separate chassis on to which most of the running gear is placed.

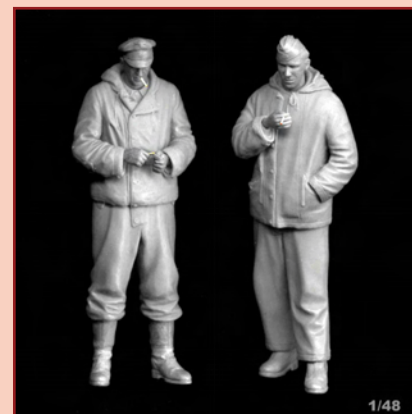
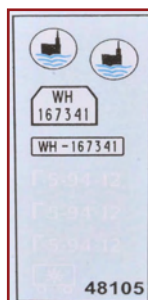
The wheel hubs are moulded separately and seem finer than the rest of the kit in terms of detail. The vinyl tyres are something of a master stroke as they are not only very well detailed with an accurate tread pattern and side wall detail in evidence but are extremely easy to assemble. No clear parts are included but a template is provided the windscreen side and rear window. The headlights however are moulded solid.

A small photo etched fret is included that includes the side engine grills, three quarter side window frames and number plate surrounds.

Two green marking choices are provided (2 Russian and one German) with a small and well printed decal sheet included. I was greatly impressed with this kit. While not a state of the art techno marvel, it is a well thought out, accurate and indeed different model kit with great bones. Recommended.

Thanks to Hobby Terra for providing the sample kit <http://hobbyterra.com/>

Luke Pitt



Upcoming

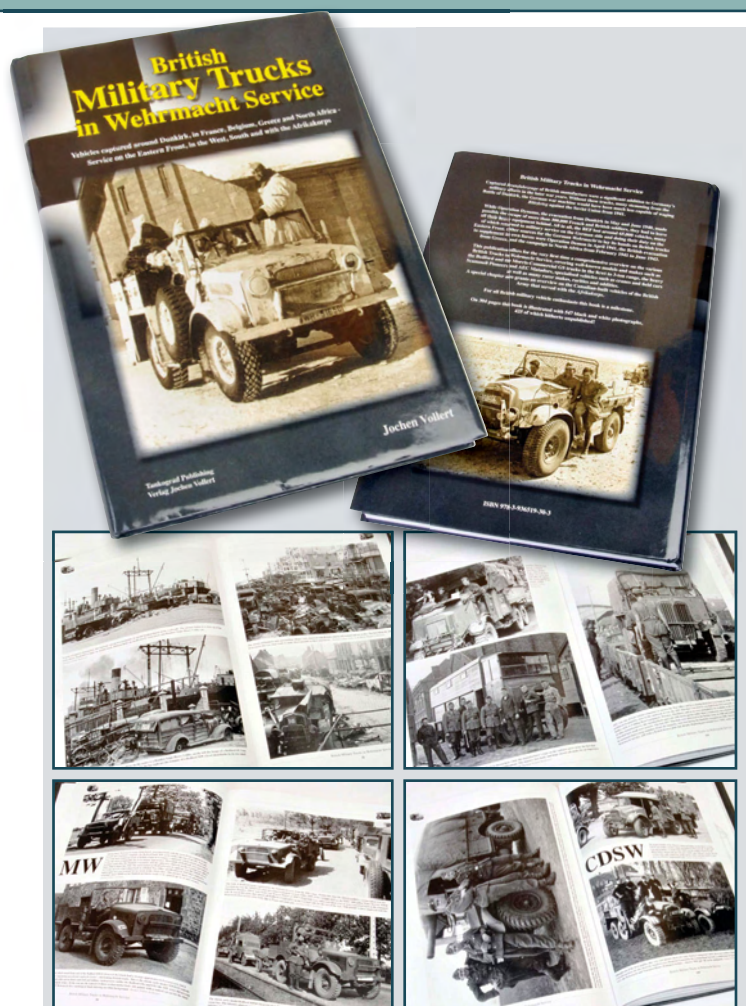
I'm always impressed by the grass roots support that the 1:48 scale community seems to muster. I have spoken before about a certain individual named Philip Young. Mr Young has a great interest in the scale and in particular, the absence of figures in the scale. He has taken it upon himself to contact various sculptors from around the globe and commission them to produce figures and heads in 1:48 scale. He has also contacted resin casters and I'm told these will be available within the next few months directly from him.

The heads are quite outstanding and rival anything in 1:35 scale.

He may be contacted on the following email address Pjyoung2@comcast.net



Book Reviews



TANKOGRAĐ PUBLISHING BRITISH MILITARY TRUCKS IN WEHRMACHT SERVICE

BY JOCHEN VOLLERT

ISBN: 978-3-936519-30-3

During the course of the Second World War, the German Armed Forces were particularly adept when it came to capturing enemy vehicles and pressing them back into service for their own advantage. The Germans referred to these captured vehicles as "Beutefahrzeuge", and they played a pivotal role in the German's efforts throughout the war.

As the title would suggest, this hardcover book focuses on the Beutefahrzeuge that were formerly owned by the British Armed Forces. Spread over 304 pages, the book contains 547 B&W photos, 425 of which according to the author are previously unpublished. This largely photographic book kicks off with a couple of chapters concentrating on the key events/battles that provided the Germans with the opportunity to capture large quantities of British wheeled vehicles. Given the vast amount of vehicles left behind by the British following the evacuation of Dunkirk in June 1940 ('Operation Dynamo'), naturally this event is heavily focused on within these opening chapters. On that note, this fascinating section contains some amazing period photos depicting the streets, canals, and beaches of Dunkirk littered with the 65,000 vehicles that were abandoned by the British forces during Operation Dynamo.

Following these early chapters, the book subsequently concentrates on the vehicles themselves, with each British vehicle type receiving up to several pages of photographs illustrating use within German service. These photo sequences cover the use of British wheeled Beutefahrzeuge on near all combat fronts, with each photo having a very informative caption to put the image into context. A vast array of vehicles are covered, including my personal favourites the Dorchester ACV and the Scammell Pioneer.

I found this book to be highly interesting, and it offers inspiration and reference material for an abundance of unique modelling subject matter. As a builder primarily of German WWII vehicles, this book has prompted me to expand my interest into a new subject matter (and consequently an excuse to expand my kit collection!).

Highly recommended.

Thanks to Tankograd Publishing for the sample <http://www.tankograd.com>
Alex Dutt

SABINGAMARTIN PUBLICATIONS MAGACH TANKS OF THE IDF - MAGACH 1 & 2 VOL.1

BY DR ROBERT MANASHEROB

ISBN: 978-0-9841437-9-5

The IDF have been masters at getting the best out of seemingly obsolete weapons platforms by modifying them to get what they want out of them. This has mostly been caused by the various arms embargos that have been applied to the modern state of Israel since its troubled birth in the late 1940s.

One of the most modern tanks available to the IDF in the 1960s was the British Centurion Mk. 5 which was a match for anything that the Arab Armies could mass against it. Despite this there were a lot of things about the Centurion, known as the Shot (Whip), that the IDF (and a lot of other users) weren't satisfied with. Most of these centred on the Meteor engine and gearbox that were essentially throwbacks to the 1940s modification of the Merlin Aero engine. To overcome this the Israeli's sought the latest US design, the M48, which America initially refused to supply.

The Israelis continued to lobby the US but also looked at acquiring the West German Leopard. Delays with the Leopard program led eventually to a complicated deal with the US to indirectly supply refurbished ex German M48 Tanks.

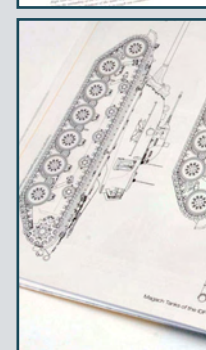
This book the latest in this fascinating series outlines the convoluted and long drawn out history of the acquisition of the tank the Israelis codenamed the acquisition project Magach which for the next 40 years was the name applied to the variants of the M48 Patton in Israeli service. The Israelis always wanted a diesel variant and to rearm it with the excellent British L7 105mm gun however all the initially supplied vehicles were Petrol engine and armed with the US 90 mm gun.

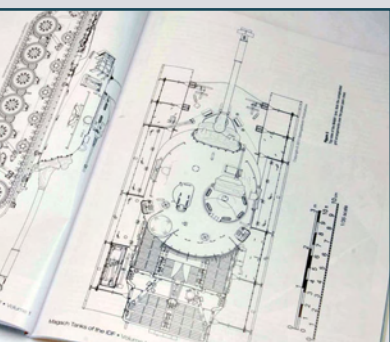
Up until now, in depth reference on Israeli equipment has been hard to come by but this is slowly being addressed by books such as this one which is part of an excellent and critically acclaimed series of books on the IDF's armour by Dr Manasherob. This title covers the Magach 1 & 2 which were essentially the M48A1 and A2C variants and is Volume 1 of what I imagine will be long series given the length of service this AFV has experienced with the IDF. It is packed with the history of the acquisition and a myriad of information on the Early IDF tank corps personalities which I found surprising given the Israeli's usual approach to security considerations. Despite being a softcover, this book exudes quality from its first pages. It starts with an excellent history of the Magach genesis and development and progresses to a fantastic high quality photo gallery of the Magachs in acquisition, training and active service. This is interspersed with text, excellent captions and superb scale drawings of the Magach 1 & 2. A superb collection of colour walkarounds of various museum examples follows on and this leads into colour plates of early service examples and a section on colours and markings. The research that has gone into this must have taken years and the author's depth of knowledge bleeds from the pages. This is simply one of the best modelling references I have seen and is a must have to modellers of Israeli Magach MBT's. This book will appeal to armour enthusiasts and historians equally and is not just for the modeller. I eagerly await further volumes and hope to see these grouped into hardbound volumes one day. The quality of the contents deserves it and while I had reservations about the high price locally, one look at the contents had me emptying my wallet quick smart. This is a first rate book and it's hard to believe the author has crammed so much and to such a high standard into the books 80 pages. I wholeheartedly recommend this title as a must have to armour modellers interested in the IDF, The M48 Patton tank or battles of the Middle East. I equally recommend it to armour enthusiasts and historians.

Highly Recommended.

Thanks to Sabingamartin Publications for the sample
www.sabingamartin.com

Al Bowie





MMP BOOKS GREEN SERIES NO 4114 THE MEN INSIDE THE METAL - THE BRITISH AFV CREWMAN IN WW2 VOL. 1

BY DICK TAYLOR

ISBN: NOT QUOTED

Dick Taylor embarked on a monumental task with his four volume Warpaint series, which he now follows this up with a title covering the men who crewed those British armoured vehicles in World War Two.

Again the Author has used his intimate knowledge of the British Army and his research skills as a historian to deliver another detailed reference. To my knowledge, this is the first time the subject has been tackled except as part of general titles covering many nations and I commend the author for tackling it in detail. The sheer scope of the subject limits what can be achieved and Dick is making available to the reader the closest thing to a complete single reference on the subject.

This volume mainly covers a variety of subjects and is broken down into Chapters on the subjects detailing:

- Chapter 1 – Uniform Items
- Chapter 2 – Badges and Insignia
- Chapter 3 – Personal Equipment
- Chapter 4 – Crew Equipment & Weapons

Like its predecessors, this Volume is thorough and Lt Col Taylor's research presents the reader with data well supported by photographs in both B & W and colour. I like the fact that, unlike other authors, he does not categorically state something based on a single source or interpretation of official documents (or photographs) but is measured in presenting the most credible outcome whilst remaining open minded as to interpretation. Again the photographic smorgasbord presented in this book has been well selected to illustrate the information presented by the author and is presenting a lot of rarely seen photos. The chapters are packed with detail and illustrated with period photos, photos of preserved items on re-enactors as well as coloured diagrams, sketches, illustrations etc. Some of the information is presented in detail for the first time and is quite interesting. Additionally there are "See Also" panels referring the reader to IWM photographs relating to the subjects being discussed. The author has sought out commentary from people that actually crewed the AFV and many small anecdotes are found throughout the chapters that serve to amplify or illustrate the information presented. The list of acknowledgements in the opening pages gives an idea of the depth of research that has gone into this publication.

This is the first title I have read that covers solely British AFV crew in such detail and the information has been missing from the public arena for a long time. This will be invaluable to modellers, collectors and re-enactors amongst us and I like the author I look forward to seeing this information used to add some colour to what can be drab modelling subjects.

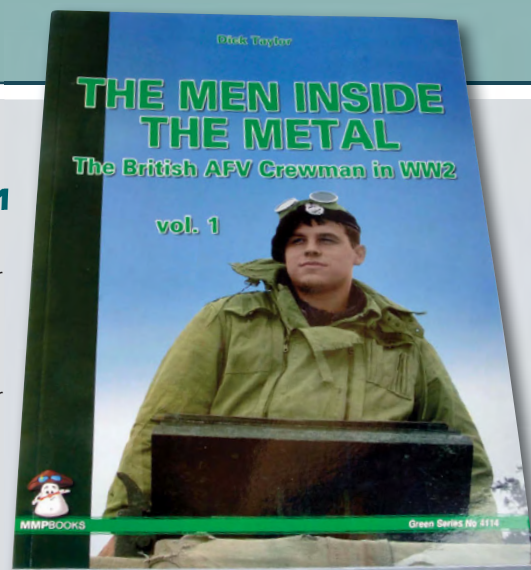
The Author is to be commended for this and its preceding titles which have gone a long way to providing a single reference on a hugely complex subject. For anyone with an interest in British armour or military vehicles these titles are essential and no serious modeller of British military vehicles should be without them. I cannot recommend these titles highly enough.

Again I would recommend this book for those with an interest in British military vehicles whether as a modeller, historian, re-enactor or collector. It is well written, superbly researched and presented in an easy to read manner. I eagerly await Volume Two.

Highly Recommended.

Thanks to MMP Books for the sample
www.mmpbooks.com

Al Bowie



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■ Please mention 'Model Military International' if you make contact with any of the companies listed above - thanks!

Next Issue

On sale 2nd October, 2014



OMAHA BEACH

Jose Brito presents a dramatic 1:35 scale diorama.



GREAT WHITE NORTH SHOW REPORT

Scott Taylor covers the 2014 Great White North model show in words and pictures.



MAXX PRO

Andrew Judson builds the 1:35 scale Kinetic kit; accompanied by a detailed Think Tank reference article by Stuart Ransley.



HE GOT LEGS!

Matt Wellhouser builds and paints Bonehead Models' large scale SS Squad Leader

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!



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The Last Post...

TWENTY FOURTH G4



Graham Tetley compares ICM's new 1:24 scale G4 Personnel Car with the 1:35 scale version that he built recently.

When this kit arrived at Tetley Towers for review my first thought was that there isn't a lot to go with it. Then I remembered my 1:24 scale Bandai kits in the loft (King Tiger, Panther & Jagdpanther), plus the ancient Tamiya 1:25 kits that are back on re-release, and finally Tasca's Panzer II. Then I realised that car modellers have 1:24 as standard so, upon reflection, this scale makes a lot of sense.

Not so long ago I built the 1:35 version of this kit so it is good to compare and see what the difference in scale makes. So what do we get?

This kit arrives in a very sturdy box and the company blurb tells us that there are 258 parts to this model. It is generally cleanly moulded with a few bits of visible flash, but no imperfections. Unlike the 1:35 kit, the chassis comes in one piece with the chassis rails, fenders and running boards all moulded integrally. The 1:35 kit was a rather complicated in this area so it is pleasing to see a one-piece item. In fact this incarnation not a scaled up version of the smaller kit at all.

Moulded on nine sprues, we have soft rubber tyres, clear parts for the windscreen and two chromed sprues containing items such as the bumpers, radiator grille, headlights and pennant holders. For me, chromed parts just do not work as you have to clean up the sprue attachment points and then the mould separation lines.

Detail throughout is good but a little simplified in places. In typical ICM style the doors are moulded integrally with the body and, whilst you could score them off, it will be a delicate job. I also noticed that the pistol holster molded onto the door inner part is very clunky.

The instructions are nice and clear and, to finish it off, we have a decal sheet giving us four marking options.

CONSTRUCTION

We start off with the engine which is built from 15 parts. In this scale there are plenty of detailing possibilities and it will benefit from wiring etc. The tyres have a somewhat unusual tread pattern (it differs from the box art) and are dressed with chromed hubcaps.

As noted above, the chassis is superbly moulded and acts as a nice, clean, base for the suspension units. The front wheels are not positionable and the rear axle is constructed

just as per its 1:35 counterpart. There are some prominent seam lines to clean up, but the size of the parts makes the fit that little bit easier.

The interior very simple, made easier by the doors all been moulded solid. You could separate them from the body, but that would be a chore and leave you with detail to replicate. I guess that this keeps the kit costs down, but individual door mouldings would be nice to have.

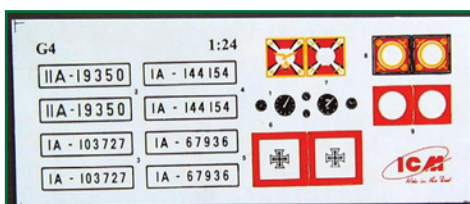
To show off the engine, ICM indicate in Step 26 that you can cut and fold the bonnet (hood). The only problem is that we have no fold lines moulded into the bonnet part to help us. Also, in this step, it becomes obvious that the kit is missing a radiator. The front grille part E7 is hollow, so this is quite a large omission that is not easily rectified.

To finish off the car we have a closed cover, but you can assemble it open if required as the parts are in the box, just shown as not for use.

To round off, I must comment on the chromed parts. Chrome is virtually impossible to pull off in plastic and, whilst a good idea in practice, you will ruin the chrome finish, both in removing all the parts from the sprue, and then cleaning up the mould lines.

This is a welcome addition to the 1:24 world, and, on first impressions, quite impressive in many areas. The kit is let down by some detail being very clunky and toy-like, plus the missing radiator part really is noticeable once you realise that it isn't there. The chrome is best removed and I feel that ICM would have been better leaving these sprues in bare plastic.

That said, if you love a super detailing project then this will keep you busy for weeks. It is a unique kit that no-one else does in this scale, plus it is very reasonably priced, and for those reasons it gets a 7/10 from me. ■



Decals.

Thanks to ICM for the sample www.icm.com.ua



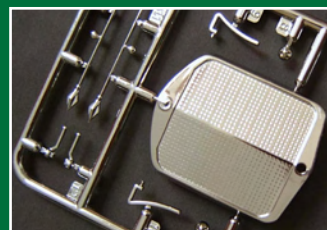
Strange tyre detail.



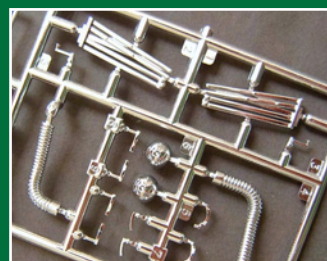
Beautiful one-piece chassis.



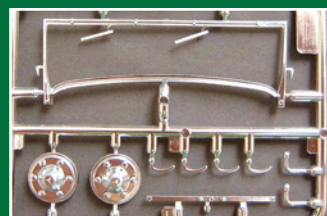
Nice, but a bit clunky.



Chrome my grille baby!



Chrome bits.



More chrome bits.



Bonnet detail.



Dashboard ready for the dials.

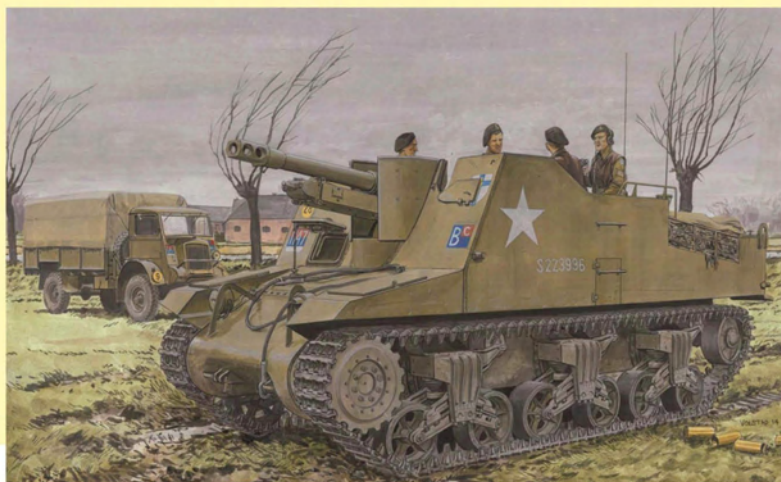
SEXTON II with CDP TRACKS (Canadian Dry Pin Tracks)

Engineered for modeling enjoyment

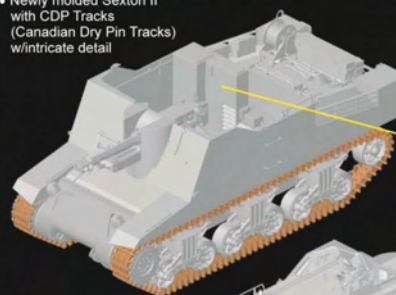
Plastic parts with enhanced detail

Unprecedented value

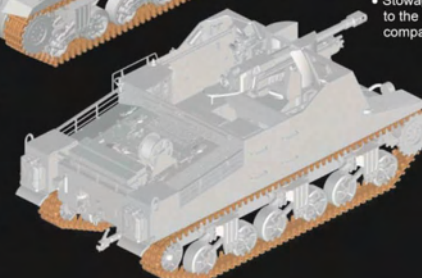
Ready for immediate assembly!



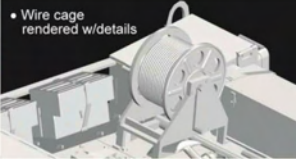
• Newly molded Sexton II with CDP Tracks (Canadian Dry Pin Tracks) w/intricate detail



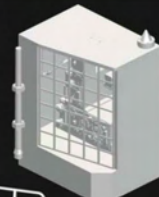
• Stowage bins added to the rear fighting compartment



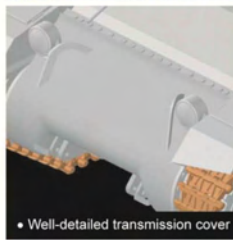
• Wire cage rendered w/details



• Radio rendered w/fine detail



• Well-detailed transmission cover



• Well-defined headlamps reproduced



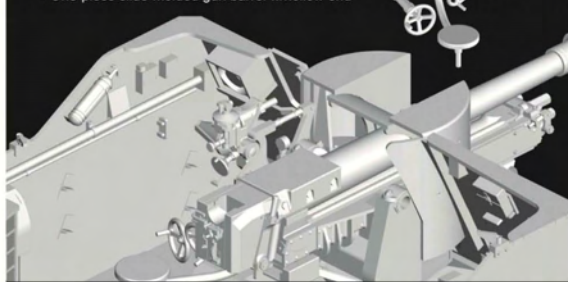
• Jerry cans reproduced on rear of Sexton



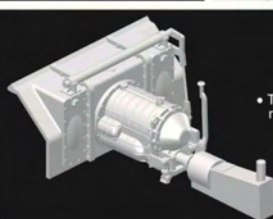
• Vision port accurately molded



• Gun mount w/hand wheels finely reproduced
• One-piece slide-molded gun barrel w/hollow end

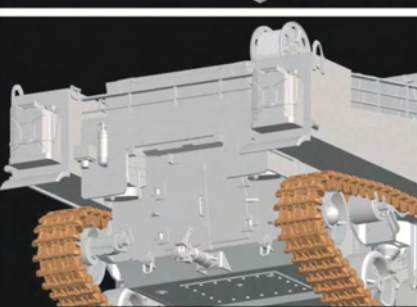


• Transmission realistically produced

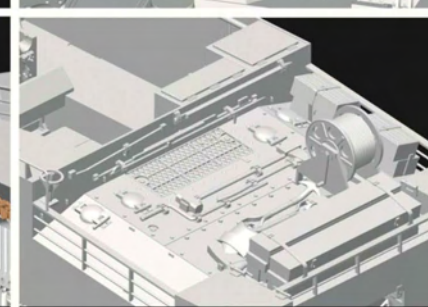


• One-piece slide-molded gun barrel w/hollow muzzle brake

• Engine rear doors sharply produced



• Engine deck produced w/astounding detail

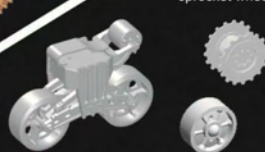


• On-vehicle tools delicately recreated



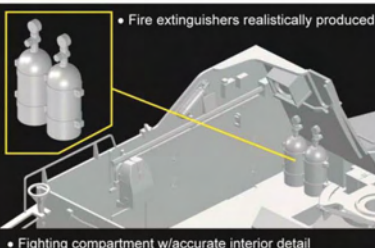
• Brand new DS CDP tracks produced w/refined detail

• Newly designed sprocket wheels



• Finely detailed suspension bogies

• Fire extinguishers realistically produced

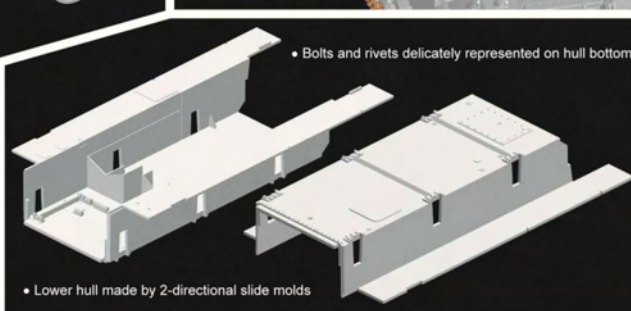


• Fighting compartment w/accurate interior detail

• Fighting compartment w/accurate interior details



• Bolts and rivets delicately represented on hull bottom



• Lower hull made by 2-directional slide molds

D6793



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Export version includes
Item 35339 WWI British
Infantry Set!

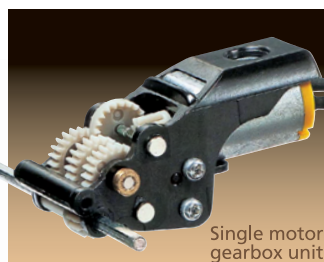


Changing the Face of Warfare

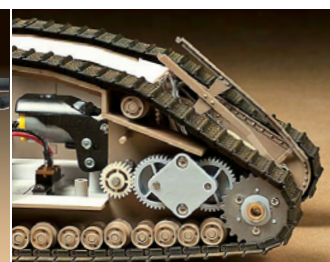
1/35 Motorized Tank Series WWI British Tank Mk.IV Male (Item 30057)

100 years on from the outbreak of the Great War, Tamiya releases its maiden WWI tank model

The Mk.IV, the world's first mass-produced tank, makes a much-anticipated appearance in 1/35 scale and becomes Tamiya's first WWI tank model. Extensive study of a surviving example at the Tank Museum in Bovington, U.K. allowed Tamiya designers to unerringly capture the rhomboid form of the Mk.IV, highlighted by the model's depiction of the riveted armor panels. A pre-assembled single motor gearbox also lets you recreate the forward motion of the real tank. Take this opportunity to examine the roots of the modern day tank with this masterful model of the Mk.IV, which proved the viability of the tank as a weapon in its deployment at the Battle of Cambrai in 1917.



Single motor
gearbox unit



Power is supplied from the gearbox via multiple gears to the durable metal rear sprockets, realizing powerful motion.

★Requires one R6/AA/UM3 battery (not included).

Kit includes choice of
3 marking options.

Unditching log features metal
chain for attachment.



6-pounder gun
6-pounder's breech is
fully recreated in the
sponson interior.

7.62mm Lewis gun



Select open or closed visor flaps and upper
hatch. Lewis machine gun parts are movable.

Moving link-type tracks
encircle the hull.

1/35
SCALE
WWI BRITISH TANK
Mk.IV MALE

Length: 230mm

Also on sale
individually

WWI British
Infantry Set (35339)



《About the Mk.IV》A century ago, the world was about to be thrust into the grip of a war which would see much of Western Europe reduced to a massive battlefield criss-crossed by a seemingly unending network of trenches. The original British Mk.I tank was developed to break the deadlock, the name 'tank' originally used to disguise the true purpose of the vehicle from enemy intelligence, passing it off as a simple water tank. It stuck, however, and continues to be used even in the present day. The Mk.IV was an improved variant of the original design,

and with over 1,000 units produced was the first major production variant of a rhomboid tank. The Male variant was developed to smash through enemy lines and in addition to machine guns it utilized large 6-pounder guns, in contrast to the separate Female variant equipped with only machine guns for armament. The Mk.IV saw a variety of action, including a mass deployment of around 400 at the Battle of Cambrai in November 1917, additionally prevailing in the world's first tank on tank battle with the German A7V in April 1918.